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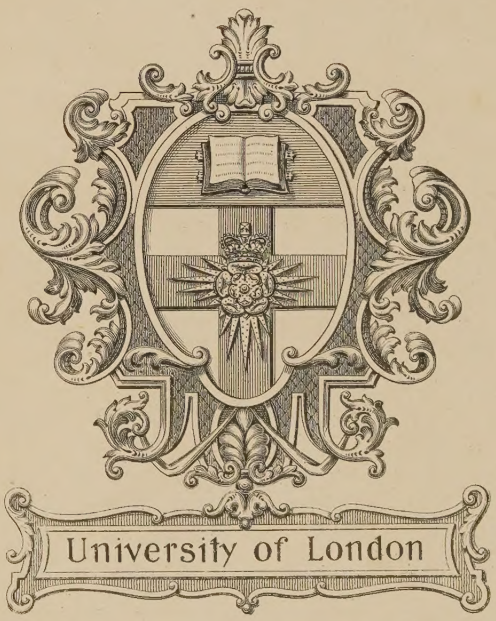

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ACCOUNTS AND PAPERS:

TWENTY-NINE VOLUMES.

—(24.)—

COMMERCIAL REPORTS.

Session

7 *February* —— 6 *July* 1865.

VOL. LIII.

ACCOUNTS AND PAPERS:

TWENTY-SIX VOLUMES.

—(24)—

COMMERCIAL REPORTS.

Session

7 February — 6 July 1805.

VOL. LIII.

ACCOUNTS AND PAPERS:

1865.

TWENTY-NINE VOLUMES:—CONTENTS OF THE

TWENTY-FOURTH VOLUME.

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COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA.

1862—64.

PALL MALL

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sented to both Houses of Parliament by Command of Her Majesty.
1865.

LONDON:
PRINTED BY HARRISON AND SONS.
1865.

[3489]

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RUSSELL CLUB
PALL MALL

Commercial Reports from Her Majesty's Consuls in China.

No. 1.

Sir F. Bruce to Earl Russell.—(*Received August* 29.)

My Lord, *Peking, May* 28, 1864.

I HAVE the honour to inclose copy of the Report on the trade of Formosa by the late Mr. Braune, and of a despatch from Mr. Swinhoe, stating that in his opinion the Consulate should be transferred from Tamsuy to Tai-wan-foo or its neighbourhood.

As there are four ports opened in the island it is clear that the Consul should be placed in a position to communicate easily with the superior authorities of the island.

Mr. Swinhoe's Report shows that the Chinese Government has displayed latterly increased vigour, and made considerable progress in suppressing the disturbances in the island.

I hope that the introduction of an improved customs administration will lead gradually to greater freedom of trade in its principal productions.

I have, &c.
(Signed) FREDERICK W. A. BRUCE.

Inclosure 1 in No. 1.

Vice-Consul Swinhoe to Sir F. Bruce.

Sir, *Formosa, February* 1, 1864.

I HEREWITH give cover to Mr. Braune's Trade Report of this port for the past year. That it shows an increase on the trade of the previous year is highly satisfactory. The chances of its further increase time alone can show, and the signs of development are by no means disheartening. But the inefficiency and supineness of the authorities within reach form a marked drawback to progress from the difficulty of procuring assistance and redress, where British subjects are concerned. I would therefore strongly bring to your notice Mr. Braune's remarks in the last paragraphs of his Report, founded on so long an experience of the place. I had begun to feel the same difficulties in appeals to the local authorities before my departure, especially after the outbreak of the rebellion in the island. The lapse of time has confirmed rather than lessened these difficulties, and there is now no doubt of the absolute necessity of the presence of a properly authorized person in the proximity of the chief authorities of the island, in order to press claims, and insist on redresses, which the tedious and unsatisfactory medium of despatches can never procure. For this purpose I think it is not inadvisable that the chief British authority in Formosa should again take up his proper mission to Taiwan-foo, at or near which city he could reside, and exercise at the same time a control on the ports of the capital and Takao; and if it were thought convenient to hold the position we have gained at the place, an assistant or Vice-Consul might be deputed to look after the interests of Tamsuy and Kelung. The Foo-chow gun-boat might ply across to Tamsuy as now, and by the help of the Amoy gun-boat between Amoy and Takow, a constant communication might be maintained between the north and south

of Formosa, viâ Amoy and Foo-chow. These which I from the first considered, and now more strongly than ever consider, the clear demands of the growing trade of the island, have been entertained in the same light by the Customs authorities, who are about to make Tai-wan-foo the central station of their system there. The only other suggestion which occurs to me, and which you doubtless will at once scout as retrogressive, is to withdraw all direct Consular authority from the island, and leave all disputes between Colonists and British traders to be settled as they occur by transmission from the nearest Consular port on the main of a gun-boat, assisted by one of the Consular staff. This last plan would perhaps work as well as, if not better than the other system proposed, but would scarcely be consistent with the enactments of the existing Treaty. The present position of Her Majesty's Consul here is certainly most deplorable, and international matters in a state which, as Mr. Braune justly observes, "urgently calls for reform."

Respectfully,
(Signed) ROBERT SWINHOE.

Inclosure 2 in No. 1.

Consul Braune to Sir F. Bruce.

Sir, *Tamsuy, January* 21, 1864.

I HAVE the honour to inclose herewith Returns of Trade for the year ended 31st December, 1863. The Returns of British Trade have been made up from the manifests in this office, and those of Foreign Trade from memoranda furnished by the Custom-house.

I have not much to remark on the subject. The Returns show an increase of over 100 per cent. on those of last year, but I do not think a corresponding increase can be kept up. The opium market may be worked up by good management, but the general imports and exports are too limited to allow of such development, whilst the rice market remains in the hands of Chinese, and is regulated by the prices ruling on the Chinese coast.

Opium is necessarily the chief import, and 512 chests during the last year, against 222 of 1862, show that the demand has steadily increased at a profit to the importers of not less than an average of 80 dollars per chest.

Camphor is the chief export, but the trade in the drug is still hampered by the monopoly which has been already reported on. It was my wish to delay communication on this subject with the Superintendent of Customs until I had consulted with the Commissioner for Foo-chow and Formosa at Tamsuy, but this could not be accomplished, and the endeavours of the Commissioners for Tamsuy when at Tai-wan-foo were suddenly frustrated by the appointment of a new Taoutae. This subject has now been brought to the notice of the Chief Superintendent, as the monopoly is not only against the Treaty, but is clearly unfair to individual merchants.

With regard to sulphur, I am informed that the Commissioner for Foo-chow and Formosa is making arrangements to permit the export of it to Hong Kong, but these have not yet come into operation. The export of this article will probably be large and profitable.

It is to the coal mines at Kelung, however, that we must look for the future prosperity of this place as a port of trade. A depôt has been already established there by a large firm to supply their own steamer running on the coast, and I have brought under their notice the applications made by me to the Admiral of the station and by the Commissariat, with a view of obtaining a regular supply for Government purposes. It is difficult to say how large a demand might not spring up if the project of

lighting Hong Kong with gas were carried out. For house purposes the coal from Kelung is admirable, but it burns too quickly to be of much use for steaming purposes unless mixed with other sorts.

With a few general remarks on the state of this port and the trade thereof I will close this report.

The Foreign Customs opened on the 1st October, 1863, Kelung being considered a dependency of this port: while vessels wishing to touch at Takao had to deliver to the Customs at Foo-chow a bond for 10,000 taels if exceeding 500 tons burden, and one for 5,000 taels if under 500 tons. If cleared from a northern port the vessel was obliged to first visit Tamsuy to pay import duty, and after loading at Takao to visit Amoy or Foo-chow to pay export duties. Vessels cleared from southern ports paid import duties in Amoy. A tide-surveyor was stationed at Takao to whom import and export manifests were delivered, which were bound under a heavy penalty to correspond with those delivered at the ports of payment. This cumbrous system has been found not to work, and it is now intended to station responsible officers at Tai-wan-foo and Takao for the collection of duties on the spot. Permits to load in the coast have also been issued from the office at this port, the vessel paying duty on the cargo she intends to lift before leaving the port; but this liberal measure is opposed by the short-sighted local officials on the grounds that the Government is thereby defrauded of the "Le-kin" which would otherwise be levied on the camphor during its transit from the place of production to this port. They do not understand that by the expenses of the transit the cost of the camphor would be so much increased as to return no profit to the merchants and deter him from purchasing, and that the Government would thus be a loser by the amount of the duty now collected under the permits.

The authority of the Government in this part of the island does not appear to have been exercised with much severity; but the character of of the present Tan Shuy-Ting and the influence of the rebellion in the adjoining districts have brought things to a state which urgently calls for reform. Of the Tan Shuy-Ting, a man of no talent, courage, or energy, it is not too much to say that he has never from first to last exerted himself in the slightest degree in the different cases I have brought under his notice. To the despatches of the Superintendent of Customs he is equally indifferent. This latter official, though endowed with authority by the Footae to act as a local mandarin for the especial assistance of foreigners, is not of a character to cope with the people of this place, and at present is ill-supplied with the necessary staff. The low population of this town is prone to violence. The wealthy landowners with whom trade is carried on are greedy and unscrupulous, engaged in private quarrels amongst themselves and defiant of their authorities; no promises can bind them, and no contract is worth the paper it is written on, should it suit their interest to break it. Against these two classes of people British subjects have no means of obtaining redress.

These remarks are but general, and the subject will probably be brought before your notice in a definite shape. But I may state my opinion, formed on two years' experience that the chief Consular authority in this island should be a full Consul in rank and should reside at Tai-wan-foo, where in close connection with the high authorities of the island he might be able to press to an intelligible issue matters which it is impossible to settle from a distance. An assistant could look after the local interests of this place. I may state that Commissioner Maxwell when at Tai-wan-foo came to this conclusion himself, and I believe Tai-wan-foo will be the head-quarters of the Customs in Formosa.

Removal of the Consul to Tai-wan-foo may do some good, but it would

be more dignified to remove all authority from the island than to keep a mock Consul in Tamsuy hampered and unsupported, to flourish vain despatches before the eyes of the mandarins but to show to the petty tyrants of the island that he is unable to touch them himself, while he makes but more manifest the weaknesss of the Imperial Government.

Respectfully,
(Signed) GEO. C. P. BRAUNE.

Inclosure 3 in No. 1.

RETURN of British Vessels Arrived at and Departed from the Port of Tamsuy during the year 1863, all sailing coastwise.

ARRIVED.

Number.	Tonnage.	Cargo.	Duties.
			T. m. ca. c.
Steamers 10	2,033	Opium, lead, iron, sundries, and treasure.	18,525 7 9 55
Ships 27	4,785		
Total .. 37	6,818		

DEPARTED.

Number.	Tonnage.	Cargo.	Duties.
			T. m. ca. c.
Steamers 10	2,033	Camphor, rice, tea, indigo, sugar, wood, coals, sundries, &c.	13,366 2 27 12
Ships 26	4,558		
Total .. 36	6,591		

(Signed) GEO. P. BRAUNE.

British Consulate, Tamsuy, Formosa,
January 1, 1864.

Inclosure 4 in No. 1.

RETURN of Imports in British Vessels for the year 1863.

PORT OF TAMSUY.

Denomination.	Quantity or Weight.	Value.
		Dollars.
Opium	512 chests ..	364,544
T-Cloths	10 bales ..	3,025
Shirtings, &c.	25 „ ..	5,625
Long ells, camlets	18 „ ..	4,194
Turkey red shirtings	17 boxes ..	3,570
Spanish stripes	4 „ ..	550
Glass	20 „ ..	120
Lead	200 piculs ..	1,850
Iron (nail rod)	38·76 „ ..	Unknown.
Wood, Garroo, Sapan, and Sandal ..	203 pieces 17 planks	1,500 (estimated)
Native cloth	439 bales ..	4,829
Bricks, tiles, &c.	20,000	180,000
Tobacco	40 baskets ..	500
Sugar candy	170 tubs ..	1,955
Miscellaneous	1,105 packages 513 piculs	10,000
		582,262

(Signed) GEO. P. BRAUNE.

British Consulate, Tamsuy, Formosa,
January 1, 1864.

Inclosure 5 in No. 1.

RETURN of Exports in British Vessels for the year 1863.

PORT OF TAMSUY.

Denomination.	Quantity or Weight.	Value.
		Dollars.
Camphor	13,670 piculs ..	205,050
Cassia-skin	118 „ ..	295
Coals	10,801 „ ..	194,418
Charcoal	963 „ ..	482
Hemp	1,036 bales ..	12,432
Indigo	307 tubs ..	3,684
Rattans	286 piculs ..	1,144
Ditto	20,000 split ..	15
Rice	7,725 bags ..	23,175
Sugar	826 „ ..	3,471
Wood	3,257 planks ..	4,000
Wood-oil	15 tubs ..	180
Miscellaneous	229 packages ..	—
		448,346

(Signed) GEO. P. BRAUNE.

British Consulate, Tamsuy, Formosa,
January 1, 1864.

Inclosure 6 in No. 1.

RETURN of Imports of Sixty-two Vessels, not being British, for the year ending December 31, 1863.

Denomination.	Quantity or Weight.	Value.
		Dollars.
Opium	53 chests ..	38,690
Native cotton fabrics	126,928 catties ..	364,672
Foreign cotton, woollen and other fabrics	2,775 bales ..	Unknown.
Cotton yarn, raw silk	5,727 catties ..	Unknown.
Paper	153,510 „ ..	17,842
Tiles	475,280 pieces ..	9,872
Building materials	21,675 „ ..	Unknown.
Lead	11,480 catties 100 pigs	1,758
Miscellaneous	1,126,860 catties 864,074 pieces	Unknown.

(Signed) GEO. P. BRAUNE.

British Consulate, Tamsuy, January 1, 1864.

Inclosure 7 in No. 1.

RETURN of Exports in Vessels not being British, for the year ending December 31, 1863.

Denomination.	Quantity or Weight.	Value.
		Dollars.
Rice	15,901,080 catties ..	305,790
Camphor	90,482 „ ..	1,176,266
Indigo	361,000 „ ..	25,270
Coal	1,259,152 „ ..	25,180
Sugar, common and white	57,949 „ ..	8,992
Hemp	166,675 „ ..	21,658

Denomination.	Quantity or Weight.	Value.
		Dollars.
Ground-nuts	125,150 catties ..	2,502
Ground-nut cakes	209,340 „ ..	Unknown.
Timber, of sorts	{ 12,905 pieces / 12,300 catties }	Unknown.
Charcoal	53,625 „ ..	508
Dried fruit	8,534 „ ..	765
Sesame	43,475 „ ..	6,510
Rattans	7,200 „ ..	252
Tea	7,177 „ ..	852
Rice-paper	5,681 „ ..	336
Ground-nut oil	1,000 „ ..	120
Dried fish	3,800 „ ..	380
Native spirits	1,007 „ ..	25
Skins	980 „ ..	Unknown.
Grass-cloth	455 „ ..	280
Betel-leaf and areca-nut	1,700 „ ..	85
Miscellaneous	152,834 „ ..	Unknown.

(Signed) GEO. P. BRAUNE, *Acting Vice-Consul.*

British Consulate, Tamsuy, January 1, 1864.

Inclosure 8 in No. 1.

Vice-Consul Swinhoe to Sir F. Bruce.

Sir, *Taiwan, Tamsuy, April* 8, 1864.

The colony or district (so called) of Taiwan has felt in common with most provinces of the mother-country, but perhaps to a greater degree, the frequent ravages of rebellion. The two last and present reigns have been especially signalised, owing probably to the marked laxity of the paternal rule, and the consequent extra corruption of the mandarins, by at least one important insurrection among the colonists. In the 8th year of Taoukwang, Lin Seuen-wan headed the rising, which lasted with much bloodshed for three years, and was not quelled until their chief had been captured and beheaded. Again, in the 3rd year of Hien Fung, a pirate Chief, Wangfan, in conjunction with bands of disaffected colonists, attacked and captured various towns on the Formosan seaboard, including Kelung and Tamsuy, and kept the whole island in a ferment for the space of one year. The mandarins at last brought pressure to bear on him, and he fled the country from the port of Lookeang. The particulars of the last agitation Mr. Braune and myself have reported to you as we got intelligence of them. The last act of this internecine drama was performed on the 26th January in the decapitation of the rebel Chief Taiwan-Lang (or Child of Formosa), who, on the fall of Changhwa city on the 15th January, fled for refuge to the villages of his clansmen, by whom he was surrendered to the victorious authorities. The Chinese territory in Formosa, or Taiwan Proper, is divided in ordinary official parlance into the North Road and South Road (Pih-loo, Nan-loo), the former comprising the Departments of Changhwa Hien, Tamsuy Ting, and Komalang Sing; the latter, of Kia-e Hien, Taiwan Hien, and Fungshan Hien. Gow Taoutae, formerly International Superintendent of Customs at this port, carried troops down the North Road, and Acting Taoutae of Formosa Chin, expectant Taontai Ize, from Fohkien (main), Chintai of Formosa, Tsang, an assistant Chintai, a third from Foo-chow, and an Admiral from Amoy, up the South Road. The back of the rebellion was thus fairly broken when Taontae Ting arrived in the Customs steamer "Volunteer," from Foo-chow on the 21st October at this port with more troops: and after a few days' necessary delay, proceeded towards Changhwa, took the

city in that department, and continued a series of victories until the whole country was again reduced to order. The ostensible object of this rebellion was, as I have previously informed you, to make a demonstration against the oppression of the authorities; but when the Chief had carried everything before him, he pretended to the higher aim of regenerating Formosa and establishing the island as a separate kingdom. The energy of the Government, shown in the steps subsequently taken for the recapture of the country, proves the political importance they attach to the island, notwithstanding the expense its shortcomings yearly entail on the Imperial finances. As at Amoy, and more especially in the Chinese communities in the Straits, the settlers here are all divided into protective associations, or Hwuys, headed by the large landed proprietors of the country, and they are thus enabled to offer a firm resistance to the exactions of the authorities.

Soon after the arrival of Ting Taoutae a Proclamation was issued by him on the camphor monopoly, of which I inclose you a copy. The artful wording of this official effusion, whereby it is shown that the lucrative sale of the camphor trade is a rightful emolument of the Chief Incumbent of the island, deserves no comment, as it will at once be apparent to you on a perusal of the inclosures. The former foreman (an ingenious term for the holder of the monopoly), Kin Keshing (the firm name used by Heu Laou-woo, a wealthy merchant of Taiwan-foo), is deprived of the monopoly, and Kin Tai-ching is installed for the spring period. Under the present régime three firm styles appear, among whom the monopoly for the year is apportioned out, four months to each. The styles or Choau-pais of these camphor firms are—Kin Tai-ching, King Keen-ching, and Kin Tai-ke, the heads of which are Ching Weifan, Hwang Wan-ching, and Sin Chang-mei respectively. The amount incurred by the holder of such monopoly is about 200 dollars a-day, 125 dollars of which goes to the Taotae. The present rate of camphor at Hong Kong is 15 dollars a picul, and the rate it is offered at here 13 dollars, so that it is quite a losing game with the present holder of the monopoly, though the Taoutae derives his profits therefrom the same as usual. The Taoutae, on behalf of the Government, lays claim to all the timber of the island adapted for naval purposes, or, in other words, the camphor wood only; for no steps are taken to prevent the settlers in the bush from cutting down other wood for domestic use, or for charring into charcoal. Were the injunctions issued with a view to preserve the wood, which is daily being cut away without any attempts to replant it for future use, the measure might be applauded as a beneficial one, and one that ought to have been enforced in many parts of China and India, where the want of firewood is daily making itself more felt; but it refers unquestionably to camphor alone. The fine camphor trees thus destroyed it will take scores of years to replace, and as, from the peculiar character of their large outspreading growth, they only occur at widely-scattered intervals, the time may not be distant when the chief source of profit from this neighbourhood will be reckoned as one of the things of the past. As it now stands, I presume the Government have the title over all the jungly land of the Colony, and they may be right in restricting the privilege of demolishing the finest timber to one party for a valuable equivalent. A great deal of secret destruction of timber is always going on, and were it not for the vigilance of the mandarins and of the parties concerned, the annihilation of the tree on these hills would be, doubtless, brought about in a speedier manner. The tree, according to accounts, appears only to flourish in this and the Komolan Department, it having some time since disappeared from mountains of the southern departments accessible to the Chinese settler.

The prohibitions of the export of sulphur in foreign bottoms have not

yet been removed, and owing to the late excessive rains rice is held against export, so that trade is at present here almost at zero.

The Customs have included Kelung in this port, and masters of vessels are obliged to come down here a distance of 28 miles by river and 2 by land to report their ships forty-eight hours after their arrival. This entails a double journey on entering and clearing, and is accompanied by much inconvenience and delay. At present two tide-waiters only are stationed at Kelung. No merchants have as yet shown any inclination to establish themselves at Kelung. The chief exports there are rice and coal. The business in the latter will doubtless increase, and some person may eventually be stationed there to regulate purchasers of coal. At this port there are only two merchants, the agents of Dent and Co., and Jardine, Matheson, and Co. Both have built godowns; the former has a resident English agent, the latter manages its business through Chinese agents, an Englishman being appointed to run between this port and Taiwan-foo to keep a surveillance on both.

The Customs have now extended their system in Formosa, and have sent Commissioner Maxwell to Takao to collect duties at the two forts of Takao and Taiwan-foo. Mr. Maxwell is living on board of Messrs. Dent and Co.'s hulk at Takao, hired for the purpose. From that gentleman I learn that the trade of Taiwan-foo and Takao in foreign bottoms is double that of the two northern ports, and both the firms of Jardine and Dent have godowns and property in both places. I have before stated to you the difficulty at this port of communicating with the mandarins, the chief accessible authority being the Controller of Customs or Haikwan. The majority of vessels that enter this port are continental bottoms hired by Chinese speculators, over which the control is vested in the foreign Commissioner here. The duties of Consul, therefore, at this port are extremely limited, chiefly connected with breaches of contract, and which he is completely prevented from satisfactorily attending to, owing to the inaccessibility of the chief mandarins of the island. I therefore daily feel the necessity increasing of moving down to Takao, and the superior claims of the trade of that neighbourhood enhances such necessity. In which case the local disturbances between crews of British vessels and the natives might be attended to by the foreign Commissioner of Customs here, as they are at present administered to in the case of the more numerous continental vessels. By the schooners and the steamer "Union," I could at Takao be informed of the graver and more urgent cases that might transpire requiring immediate reference to the mandarins. Thus for the present the necessity of having two Consular establishments in Formosa might be obviated, and I should be able to take up my proper commission as Consul at Taiwan. I find that Messrs. Jardine, Matheson, and Co., have a hulk at Takao, which they are willing to set at my service, and for which I am at present in Treaty. This will serve for a residence until a healthy tenement can be provided on shore. If the Consulate at this port be continued, it will be compulsory for the Government to build a suitable house for the person in charge, as the damage to one's personal property as well as to one's health is considerable. Indeed, already I find the restoration of my health by a change to England beginning to deteriorate. I trust you will concede to my views and sanction my removing to Takao about the end of June, when the rent of this house shall have expired and the hulk in Takao be ready to receive me. The harbour of Tamsuy is certainly the best on the west coast of Formosa, but the wealth of the neighbouring country lies fallow for want of capital and hands, and its position is not sufficiently central and near the capital to contain the only Consulate in the island with supervision of the four ports. I trust you will pardon the length of this

communication, but as it is intended to be a report for the end of last quarter, I could not but make some remarks on the leading topics.

Respectfully,

(Signed) ROBERT SWINHOE.

No. 2.

Sir F. Bruce to Earl Russell.—(*Received August* 29.)

My Lord, *Peking, June* 7, 1864.

I HAVE the honour to inclose "Returns for Shanghae of import and export trade under foreign flags," for the year 1863, published by the Chinese Custom-house. On the last page there is a table giving the yearly amounts of foreign commerce, beginning with 1854.

The import trade has increased from taels 41,000,000 (about 13,000,000*l.*) in 1860 (the last year before the opening of the Yang-tze and the northern ports), to taels 81,000,000 (about 27,000,000*l.*) in 1863.

This increase is due, in a great measure, to the large and increasing trade from the ports opened on the Yang-tze in Chinese produce of all descriptions. Owing to the violence of the winds and the rapidity of the current in certain places, the application of steam to navigation was required before the Yang-tze could be made available as a highway for transport. The decks of the steamers are now crowded with Chinese passengers, and their holds are filled with produce destined, not for foreign export, but for Chinese consumption. The practical advantages of foreign inventions are thus brought home to masses of the population in the very centre of China, and they can now avail themselves of the natural outlet for the productions of those rich internal provinces, instead of being driven to the slow and circuitous method of artificial water-communication, and exposed to the exactions of officials of the different provinces they had to pass through.

The large amount under the head of re-exports, embraces the trade in imports and exports, which have been brought to Shanghae as an *entrepôt*, and are thence distributed to different ports of China, to Japan, and to the Western world.

The exports of Shanghae itself have suffered from the diminution of the silk crop, due to the advance of the insurgents into the silk districts, and the flight or forcible seizure of the labouring population.

The entries of foreign-owned tonnage employed in carrying this trade have increased, within the same period, from 293,568 to 993,890.

I have, &c.

(Signed) FREDERICK W. A. BRUCE.

(1.)—Return of the Import Trade at the Port of Shanghae, for the Year ended December 31, 1863.

Description of Goods.	In 1,439 British Vessels. Aggregate tonnage, 485,014.		In 714 American Vessels. Aggregate Tonnage, 257,917.		In 717 Sundry Vessels. Aggregate Tonnage, 141,824.		Total in 2,870 Vessels.* Aggregate Tonnage, 884,755.		Estimated Value.
European and American.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Alpaca	260	..	325	..	5	..	590	..	5,015·0
Brocades, dyed	34,190	..	..	..	..	..	34,190	..	123,084·0
„ white	29,514	..	..	..	..	..	29,514	..	73,785·0
Broad cloth	2,411	..	4	..	313	..	2,728	..	122,944·0
Belts, elastic doz.	805	..	3	..	92	..	900	..	1,800·0
Bombazettes	4,131	..	6	..	400	..	4,537	..	24,953·5
Blankets pairs	19,828	..	200	..	510	..	20,538	..	61,614·0
Bunting	635	..	..	..	30	..	665	..	3,325·0
Camlets, English	80,075	..	94	..	10	..	80,179	..	1,318,944·6
„ Dutch	388	..	80	..	..	..	468	..	8,190·0
„ imitation	1,370	..	40	..	20	..	1,430	..	15,015·0
Cambrics	46,703	..	..	..	1,090	..	47,703	..	119,257·0
Canvas	4,496	..	..	..	577	..	5,073	..	30,438·0
Cassimeres	144	..	..	..	153	..	297	..	5,346·0
Chambreys	130	..	..	..	..	..	130	..	227·5
Chintzes or furnitures, ordinary	79,555	..	6	..	1,659	..	81,220	..	203,050·0
„ Turkey red	100	..	..	..	..	..	100	..	350·0
Cottonades	12,591	..	..	..	..	..	12,591	..	28,959·3
Cotton, thread	..	34 87	..	..	..	..	..	34 87	1,046·1
„ waste	..	219 41	..	11 90	..	..	..	231 31	952·2
„ yarn	..	81 00	..	..	..	..	..	81 00	664·0
Cottons, dyed, unclassified	1,492	..	..	..	..	..	1,492	..	4,923·6
„ printed	9,022	..	..	..	..	..	9,022	..	18,946·2
Crapes, worsted, English	947	..	..	..	..	..	947	..	11.364·0
Coatings	60	..	..	..	..	..	60	..	279·0
Damasks, cottons	24,597	..	..	..	..	..	24,597	..	159,880·5
„ woollen	6,230	..	..	..	..	..	6,230	..	87.220·0
Dimities	18,896	..	..	..	4	..	18,900	..	41,580·0

* The small average tonnage of these 2,870 vessels is accounted for by the fact that among them are certain Chinese-built boats trading between Shanghae, Ningpo, and Hankow. These boats are really few in number; but as their voyages are frequent, and as each is entered as a separate vessel every time she arrives, they represent 863 out of the above Return, with an aggregate tonnage of 58,764. 375 of them, whose aggregate tonnage is 29,114, fly the British flag; 253, tonnage 17,068, fly the American flag; 235, tonnage 12,582, fly various flags. Excluding these we have on above Return 2,007 foreign-built vessels, whose aggregate tonnage is 825,991 tons.

Doeskin		1	..	..	..	..	..	1	..	30·0
Domestics		7,000	..	..	..	..	..	7,000	..	27,300·0
Drills, American		7,864	..	2,260	..	1,251	..	11,375	..	73,937·5
,, dyed		1,409	..	..	..	..	..	1,409	..	7,749·5
,, grey		9,288	..	495	..	..	..	9,783	..	52,828·2
,, white		279	..	15	..	..	..	294	..	2,058·0
Duck, cotton		15	..	..	..	..	..	15	..	340·0
Elastic web		258	..	..	..	..	..	258	..	80·0
Felt		16,750	248 79	..	..	11	..	16,761	248 79	3,638·0
Flannels		1,749	..	7	..	644	..	2,400	..	31,200·0
Fustians		2,409	..	..	..	..	..	2,409	..	19,272·0
Gambroons		600	..	..	..	..	..	600	..	900·0
Ginghams		1,648	..	450	..	..	..	2,098	..	11,014·2
Gold lace	packages	3	..	..	..	..	..	..	..	245·0
Habit cloth		3,284	..	18	..	294	..	3,596	..	115,072·0
Handkerchiefs ..	doz.	67,842	..	638	..	148	..	68,628	..	58,333·4
Hemp cloth		135,800	..	..	..	16,158	..	151,958	..	45,587·4
,, twine		..	15 72	..	..	..	..	..	15 72	469·0
Jeans, American		140	..	1	..	..	..	141	..	628·9
Lastings		22,542	..	702	..	20	..	23,264	..	302,432·0
,, imitation		3,890	..	..	..	..	..	3,890	..	38,900·0
Lawns		4,600	..	..	..	..	..	4,600	..	6,210·0
Linen		3,212	..	10	..	166	..	3,388	..	18,634·0
Lustres		23,714	..	113	..	520	..	24,347	..	133,908·5
,, brocaded		13,858	..	30	..	..	..	13,888	..	90,272·0
Long ells		103,415	..	10	..	280	..	103,705	..	725,935·0
Marline and houscline		..	..	..	2 77	..	14 68	..	17 45	174·0
Medium cloth		2,964	..	90	..	282	..	3,336	..	100,080·0
Muslins		22,420	..	..	..	..	..	22,420	..	30,267·0
Orleans		4,452	..	..	..	..	..	4,452	..	24,486·0
,, figured		4,590	..	..	..	..	..	4,590	..	27,540·0
Packing, hemp		..	4 50	..	..	..	11 46	..	15 96	628·4
,, India rubber ..	packages	5	..	19	..	..	..	24	..	2,246·0
Paper, wall		1,761	..	..	..	244	..	2,005	..	525·0
Pilot cloth		102	..	..	..	..	..	102	..	3,060·0
Poplins		100	..	..	..	..	..	100	..	4,000·0
Rabit-skin cloth		93	..	..	..	..	..	93	..	3,255·0
Rough cloth		105	..	..	..	..	..	105	..	1,200·0
Russian cloth		416	..	..	..	..	..	416	..	11,232·0
Satinets		40	..	..	..	..	..	40	..	520·0
Serge		133	..	..	..	..	..	133	..	1,862·0
Sheetings, American		11	..	..	..	..	..	11	..	88·0
Shirtings, figured, white . ..		47,253	..	6	..	..	..	47,259	..	134,688·1
,, ,, dyed . ..		19,229	..	..	..	1,993	..	21,222	..	74,277·0

Description of Goods.	In 1,439 British Vessels.		In 714 American Vessels.		In 717 Sundry Vessels.		Total in 2,870 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Shirtings, plain, grey	377,882	..	19	..	9,748	..	387,649	..	1,162,947·0
„ „ white	118,713	..	504	..	6,043	..	125,260	..	463,462·0
„ „ dyed	28,276	..	24	..	..	..	28,300	..	99,050·0
Seal-skin, imitation	6	..	..	..	..	..	6	..	100·0
Silk, black	4	..	..	..	..	..	4	..	150·0
Spanish stripes	36,566	..	327	..	266	..	37,159	..	662,173·4
Skins, lamb	400	..	..	..	..	..	400	..	800·0
Spun yarn	..	10 5	..	..	..	7 81	..	17 86	178·6
T-cloths, grey, 24 yards ..	213,937	..	..	..	10,000	..	223,937	..	515,055·1
„ „ 48 „ ..	309	..	..	..	..	..	309	..	1,390·5
„ white	..	..	..	..	600	..	600	..	2,400·0
Towels .. .. doz.	62	..	..	..	..	..	62	..	90·0
Turkey red cloth	26,399	..	..	..	..	..	26,399	..	89,756·6
Tweeds	57	..	..	..	10	..	67	..	837·5
Twills	83	..	..	..	..	..	83	..	207·5
Umbrellas, cotton	314,972	..	3,364	..	24,797	..	343,133	..	205,879·8
„ silk	19,549	..	850	..	738	..	21,137	..	63,411·0
„ frames	5,968	..	..	..	..	..	5,968	..	1,842·0
Velvets	24,895	..	..	..	50	..	24,945	..	224,505·0
Velveteens	24,548	..	..	..	120	..	24,668	..	209,678·0
Velvet plush .. yards	273	..	..	..	..	..	273	..	150·2
Woollen and cotton mixtures ..	6,849	..	450	..	290	..	7,589	..	56,917·5
„ cloth, blue	356	..	..	..	..	..	356	..	10,680·0
Metals—									
Yellow metal, sheathing and nails .	..	3,249 14	..	376 80	..	19 90	..	3,645 84	80,208·5
Copper, bars	..	..	..	13 0	..	..	..	13 0	400·0
„ nails	..	43 40	..	9 37	..	..	..	52 77	1,583·1
„ sheets	..	..	..	8 79	..	..	..	8 79	237·3
Iron, nail rod and bar ..	..	90,406 67	..	190 82	..	2,379 36	..	92,976 85	227,793·3
„ plate and sheet	..	2,747 36	..	425 14	..	..	..	3,172 50	11,103·7
„ manufactured	..	9,290 93	..	489 48	..	..	..	9,780 41	23,473·0
„ unmanufactured ..	..	11,246 40	..	..	..	..	..	11,246 40	22,492·8
„ wire	..	3,145 43	..	17 44	..	75 0	..	3,937 87	35,440·8
„ corrugated	..	170 0	..	811 66	..	..	..	981 66	5,890·0
„ hoop	..	16 0	..	..	..	420 0	..	436 0	1,207·7
„ nails	..	902 4	..	255 75	..	21 50	..	1,179 29	7,665·4
Lead	..	100,949 56	..	3,411 58	..	2,997 50	..	107,358 64	644,271·8
„ sheet	..	1,535 32	..	153 12	..	..	..	1,688 44	10,299·5
„ piping	..	3 0	..	..	..	..	..	3 0	21·0

Solder	..	22 22	..	..	..	..	..	..	1,159 0	5,795·0
Spelter	..	1,159 0	..	..	..	..	..	..	6,342 29	69,765·2
Steel	..	4,248 29	..	24 40	..	2,069 60	..	..	3,933 67	151,446·3
Tin plates	..	3,696 27	..	164 0	..	73 40	..	..	66 68	1,271·0
Zinc	..	40 72	..	25 96	..	..	..	..	3,944 98	16,956·0
Anchors	..	3,682 33	..	139 65	..	123 0	..	..	8,396 05	29,927·0
„ chains	..	8,328 68	..	3 37	..	64 0	..	..	22,846 00	155,352·8
Flints	..	22,846 0	..	..	..	..	..	..	..	3,300·0
Alabaster work	..	..	..	..	294	..	294	..	..	2,408·0
Albums	1,727	..	..	..	164	..	1,891	..	..	3,066·0
Blocks and sheaves ..	pkgs. 29	..	16	..	5	..	50	..	..	74·0
Boat hooks	doz. 37	..	..	..	..	..	37	..	..	27·0
„ staves	„ 3	..	..	..	..	..	3	..	..	32·0
Brass wire	..	2 0	..	..	..	..	..	..	2 0	32·0
Bricks, Bath	1,200	..	..	..	..	..	1,200	..	..	68·0
„ fire	12,302	..	1,900	..	..	..	14,202	..	..	613·0
Bronzing powder	..	1 59	..	..	..	..	..	..	1 59	650·0
Buckets, wood	924	..	600	..	510	..	2,034	..	..	604·0
Buttons, brass ..	gross 3,176	..	..	..	1,955½	..	5,131½	..	..	2,565·8
„ cloth ..	„ ..	..	54	..	..	..	54	..	..	50·0
„ gilt ..	„ 2,125	..	..	..	1,000	..	3,125	..	..	6,250·0
„ lacquered ..	„ 730	..	..	..	..	..	730	..	..	620·0
Coal, sacks	300	..	..	..	..	..	300	..	..	150·0
Composition, patent	..	209 4	..	..	..	..	..	..	209 4	2,032·0
Corks	gross 10,736	..	139½	..	2,574	..	13,449½	..	..	5,866·0
Clocks	2,976	..	1,007	..	843	..	4,826	..	..	14,597·0
Emery paper ..	doz. 1,184	..	258	..	..	..	1,442	..	..	275·0
Engravings and pictures ..	577	..	..	..	280	..	857	..	..	1,516·0
Files	doz. 25	..	..	..	105	..	130	..	..	345·0
Glass, plate (boxes) ..	pkgs. 10	..	..	..	..	..	10	..	..	650·0
„ window „ ..	„ 20,518	..	818	..	8,568	..	29,904	..	..	113,635·2
Grindstones	72	..	24	..	..	..	96	..	..	75·0
India rubber	..	30 15	..	..	..	..	..	..	30 15	1,500·0
Ironmongery ..	pkgs. 99	..	16	..	1	..	116	..	..	6,623·0
Iron pillars	..	..	..	..	60	..	60	..	..	1,800·0
„ pipes	..	..	..	..	70	..	70	..	..	245·0
Lead lines	..	8 23	..	1 50	..	2 79	..	..	12 52	125·0
Leather	..	12 33	..	9 40	..	76 15	..	..	97 88	978·8
Looking glasses	1,005	..	52	..	1,782	..	2,839	..	..	3,614·0
Matches, wood and wax .	gross 39,089½	..	481	..	29,555	..	69,125½	..	..	31,484·0
Mouldings for cornices ..	pkgs. 2	..	..	..	..	..	2	..	..	275·0
Musical boxes and instruments ..	3,431	..	9	..	1,496	..	4,936	..	..	22,570·0
Needles	185,000	..	..	..	55,000	..	240,000	..	..	1,708·0
Oars	..	..	..	..	1,602	..	1,602	..	..	572·0

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		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Ochre		..	4 62	..	2 84	..	..	..	7 46	37·3
Oil, parafine	galls.	1,830	..	270	..	..	..	2,100	..	2,306·0
Optical instruments		6	..	..	..	..	..	6	..	120·0
Pipes, clay	gross	223	..	622	..	80	..	925	..	293·0
„ drain		866	..	..	..	..	..	866	..	340·0
Pitch (brls.)	pkgs.	492	..	70	..	20	..	582	..	2,964·0
Quinine		..	79	..	..	..	..	..	0 79	2,140·0
Scientific instruments	pkgs.	9	..	..	..	3	..	12	..	740·0
Scrapers		36	..	..	..	..	..	36	..	10·0
Screws	gross	2,558	..	50	..	..	..	2,608	..	745·0
Shovels	pkgs.	352	..	35	..	4	..	391	..	1,784·0
Spectacles	pairs	647	..	148	..	1,674	..	2,469	..	810·0
Spy glasses		1,889	..	..	..	614	..	2,503	..	7,975·0
Stereoscopes		6 258	..	10	..	1,935	..	8,203	..	3,289·0
„ views		73,856	..	1,248	..	23,609	..	98,713	..	8,955·0
Sulphuric acid	pkgs.	73	..	..	..	..	..	73	..	760·0
Tar (barrels)	„	673	..	83	..	932	..	1,688	..	7,790·0
„ coal (barrels)	„	223	..	128	..	..	..	351	..	937·0
Telegraph apparatus	„	25	..	..	..	..	..	25	..	500·0
Toys	„	15	..	..	..	33	..	48	..	2,276·0
Turpentine	galls.	1,792	..	1,119	..	550	..	3,461	..	4,979·0
Varnish		..	158 72	..	0 30	..	12 56	..	171 58	1,670·0
Verdigris		..	0 60	..	0 20	..	..	..	0 80	39·0
Ware, brass		..	8 0	..	..	..	..	..	8 0	1,600·0
„ iron		..	100 58	..	..	..	..	..	100 58	1,005·8
Watches		4,118	..	..	..	1,056	..	5,174	..	47,504·0
„ charms	gross	86½	..	..	..	1	..	87½	..	400·0
„ chains		7,069	..	700	..	9	..	7,778	..	2,820·0
„ faces		312	..	..	..	..	..	312	..	11·5
„ glasses	gross	159	..	..	..	192	..	351	..	517·0
„ keys		12,348	..	5,500	..	500	..	18,348	..	549·0
„ springs		6,045	..	..	..	5,592	..	11,637	..	555·0
										10,271,999·5
JAPAN.										
Ambergris		..	..	..	0 5	..	..	..	0 5	60·0
Bags, cotton		609	..	..	..	..	..	609	..	100·0
Beans		..	..	..	..	..	71 80	..	71 80	129·2
Bicho de mer, black		..	2,133 87	..	1,697 20	..	376 34	..	4,207 41	126,222·3
„ „ white		..	337 60	..	149 80	..	207 60	..	695 0	13,900·0

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	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Hartall	..	53 80	..	..	..	..	..	53 80	484·2
Hemp	..	108 0	..	..	..	..	..	108 0	864·0
Honey	..	10 0	..	..	..	14 10	..	24 10	289·2
Horn, deer's, old	..	404 68	..	14 25	..	127 16	..	546 9	2,730·4
Iron bar, &c.	..	2,074 17	..	355 0	..	1,774 92	..	4,204 9	11,901·5
Isinglass	..	686 32	..	222 70	..	497 51	..	1,406 53	27,406·4
Japan root	..	467 63	..	6 0	..	239 60	..	713 23	4,279·3
„ ware, coarse	..	448 48	..	5 0	..	248 5	..	696 53	11,144·4
„ „ fine	..	11 80	..	3 1	..	2 0	..	16 81	437·0
Lacquer	..	..	..	..	..	0 66	..	0 66	11·9
Lacquered ware	..	128 2	..	44 70	..	12 15	..	184 87	4,067·2
Lead, pig	..	843 0	..	..	..	..	..	843 0	4,215·0
„ tea	..	107 0	..	..	..	..	..	107 0	749·0
Lime	..	..	..	..	..	25 0	..	25 0	12·5
Liquorice	..	104 0	..	..	..	212 0	..	316 0	1,896·0
Mats	5,190	..	..	..	..	..	5,190	..	10,380·0
Medicine	..	590 63	..	118 20	..	390 8	..	1,098 91	8,791·2
Molasses	..	40 0	..	..	..	..	..	40 0	200·0
Mushrooms	..	862 57	..	321 85	..	400 64	..	1,585 6	28,055·6
Musk	..	0 26	..	..	..	..	..	0 26	377·0
Mussels and other shell fish, dried ..	..	187 90	..	230 35	..	338 36	..	756 61	12,105·7
Nutgalls	..	323 29	..	135 0	..	157 50	..	615 79	3,694·7
Nuts, white	..	3 70	..	126 19	..	18 70	..	148 59	222·9
Oil, fish	..	..	..	3 19	..	..	..	3 19	9·6
„ paint .. .. gallons	240	..	..	..	..	..	240	..	252·0
„ tea	..	49 87	..	41 0	..	18 0	..	108 87	544·4
„ vegetable	..	1,354 82	..	87 39	..	266 58	..	1,708 79	5,980·8
„ wood	..	..	..	10 0	..	..	..	10 0	60·0
Oranges, fresh	..	36 50	..	..	..	..	..	36 50	109·5
Paint, red	..	..	..	..	..	11 0	..	11 0	66·0
„ blue	..	..	..	..	..	40 0	..	40 0	600·0
Paper, coarse	..	660 75	..	100 4	..	731 86	..	1,492 65	8,855·9
„ fine	..	609 21	..	72 94	..	273 23	..	955 38	9,553·8
Peas	..	34 0	..	..	..	..	..	34 0	47·6
Peel, pumelo	..	312 60	..	..	..	196 0	..	508 60	3,051·6
„ orange	..	132 30	..	20 0	..	482 50	..	634 80	2,856·6
Pepper, black	..	204 88	..	..	..	..	..	204 88	1,639·0
Pork, salt	..	0 80	..	1 20	..	..	..	2 0	10·0
Potatoes	..	217 0	..	230 0	..	16 0	..	463 0	277·8

Porcelain	..	..	22 45	..	20 50	..	..	..	42 95	1,718·0
Pouches, paper lacquered ..	100	..	..	..	..	1,000	..	1,100	..	110·0
Preserves	..	..	..	..	..	..	0 30	..	0 30	3·6
Prawns, dried	..	731 15	..	178 66	..	..	61 89	..	971 70	8,745·3
Pumelo, fresh	..	29 80	..	24 70	..	..	7 0	..	61 50	123·0
Rhubarb	..	25 50	..	..	..	..	..	..	25 50	51·0
Rice	..	2,397 78	..	202 0	..	2,298 95	..	4,898 73	12,246·8
Rope, Manila	..	40 0	..	..	..	..	..	40 0	326·4
Safflower	..	48 0	..	18 44	..	..	..	66 44	3,654·2
Saltpetre	..	40 65	..	56 50	..	580 0	..	677 15	6,162·1
Samshoo	..	..	..	..	..	1 0	..	1 0	4·0
Seaweed	..	74,700 77	..	17,007 87	..	17,932 42	..	109,641 6	353,044·2
Sharks' fins, black	..	233 17	..	57 50	..	87 2	..	377 69	5,287·7
„ white	..	15 30	..	..	..	3 10	..	18 40	644·0
Sharks' skins	932	..	..	..	..	..	932	..	74·6
Silk, floss	..	93 52	..	9 60	..	5 4	..	108 16	56,243·2
„ piece goods	..	2 97	..	..	..	1 94	..	4 91	3,682·5
„ raw	..	4,886 12	..	405 50	..	926 98	..	6,218 60	2,798,370·0
„ refuse	..	19 97	..	..	..	..	..	19 97	2,995·5
„ wadding	..	9 11	..	..	..	..	..	9 11	1,275·4
„ waste	..	61 15	..	..	..	41 7	..	102 22	15,333·0
„ worms' eggs	..	0 20	..	..	..	..	..	0 20	50·0
Sinews, deer	..	..	..	..	..	1 80	..	1 80	180·0
Soy	..	..	..	..	..	5 30	..	5 30	15·9
Spelter	..	..	..	..	..	145 0	..	145 0	870·0
Stone .. .. slabs	7,046	..	3,033	..	2,544	..	12,620	..	18,930·0
Swansdown..	..	..	..	..	44	..	44	..	22·0
Tallow, animal	..	..	..	8 0	..	..	..	8 0	48·0
Tea	..	23,464 48	..	2,622 96	..	7,349 54	..	33,436 98	521,616·9
„ dust	..	52 40	..	..	..	..	..	52 40	157·2
„ stalk	..	16 40	..	..	..	..	..	16 40	65·6
Timber, beams	18,685	..	12,814	..	2,048	..	33,547	..	134,188·0
„ spars	136	..	..	..	..	..	136	..	1,088·0
„ planks, hard wood ..	2,902	..	3,987	..	1,427	..	8,316	..	1,185·0
„ „ soft wood sq. feet	6,040,498	..	3,654,074	..	3,436,139	..	13,130,711	..	2,626,142·2
Tin	..	1,624 0	..	..	..	..	..	1,624 0	42,224·0
„ plates	..	624 20	..	..	..	..	..	624 20	18,726·0
Tobacco	..	..	..	..	..	64 25	..	64 25	194·0
„ leaf	..	1,658 68	..	54 0	..	595 70	..	2,308 38	18,467·0
„ stems	..	147 20	..	90 0	..	48 70	..	285 90	1,601·0
Tooth powder	..	..	..	..	..	0 90	..	0 90	72·0
Tortoiseshell ware	..	0 75	..	..	..	..	..	0 75	337·5
„ broken	..	0 42	..	..	..	..	..	0 42	63·0
Toys .. .. packages	..	..	33	..	..	..	59	..	297·2

Description of Goods.	In 1,439 British Vessels.		In 714 American Vessels.		In 717 Sundry Vessels.		Total in 2,870 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Umbrellas, kittysols	50	..	..	..	360	..	410	..	24·6
Vegetable, salt	..	..	..	..	..	1 78	..	1 78	3·6
Vermicelli	..	1,326 34	..	..	..	160 36	..	1,486 0	7,433·5
Wax, white or insect	..	4 15	..	..	..	..	..	4 15	145·3
„ vegetable	..	1,085 82	..	..	..	..	..	1,085 82	28,230·3
Walnuts	..	30 50	..	..	..	..	..	30 50	152·5
Watches	240	..	..	..	..	..	240	..	2,160·0
Wood, fire	..	1,650 0	..	500 0	..	1,390 0	..	3,540 0	1,062·0
„ knees	198	..	112	..	..	..	310	..	62·0
„ piles and poles	20,556	..	21,939	..	..	..	56,092	..	33,655·2
„ sandal	..	..	..	..	..	3 0	..	3 0	27·0
„ ware	..	..	..	..	..	12 80	..	12 80	204·8
									17,601,313·2
GENERAL.									
Almonds	..	472 15	..	101 20	..	105 47	..	678 82	16,970·5
Agar agar	..	228 75	..	0 30	..	9 20	..	238 25	953·0
Alum, white	..	4,246 95	..	2,308 0	..	1,919 50	..	8,474 45	21,186·1
„ green	..	3,166 51	..	1,439 93	..	197 83	..	4,804 27	18,736·7
Amber	..	5 16	..	1 70	..	15 94	..	22 80	1,640·4
Aniseed, star	..	355 15	..	41 10	..	285 93	..	1,082 18	12,986·2
„ broken	..	709 86	..	70 0	..	479 50	..	1,259 36	12,593·6
Arsenic	..	15 70	..	432 64	..	..	..	448 34	1,345·0
Arrow root	..	..	..	0 71	..	..	..	0 71	21·3
Asafœtida	..	0 50	..	0 4	..	..	..	0 54	8·6
Bags, gunny	20,375	..	..	..	2,970	..	23,345	..	9,338·0
„ hemp	212,320	..	67,100	..	74,760	..	354,180	..	5,312·7
Bamboo baskets	4,268	..	2,600	..	..	..	6,868	..	686·8
„ brooms	29,489	..	40,287	..	21,723	..	91,499	..	4,574·9
„ canes	34,846	..	26,607	..	41,840	..	113,393	..	2,267·9
„ hats	9,298	..	10,234	..	3,450	..	22,982	..	6,894·6
„ husk	..	558 15	..	468 67	..	176 25	..	1,203 7	3,609·2
„ leaf	..	35 8	..	73 65	..	13 66	..	122 41	367·2
„ poles	3,901	..	1,335	..	1,440	..	6,676	..	1,335·2
„ split	..	30 4	..	57 94	..	104 70	..	192 68	963·4
„ shavings	..	7 0	..	31 30	..	..	..	38 30	76·6
„ shoots, fresh	..	1,325 70	..	3,185 0	..	391 76	..	4,902 46	14,707·4
„ „ salt	..	129 65	..	11 0	..	120 45	..	261 10	1,305·5
„ „ dried	..	6,412 90	..	11,024 63	..	4,246 51	..	21,684 4	97,578·1
„ ware	..	212 28	..	331 46	..	97 24	..	640 98	11,537·6

Barley, pearl	..	..	..	240	70	..	0	80	..	8	50	..	250	0	2,250·0
Bacon	..	..	..	77	63	..	..		..	..		..	77	63	776·3
Beads, coral	..	..	..	0	91	..	..		..	1	0	..	1	91	1,528·0
„ cornelian	..	..	..	2	34	..	..		..	..		..	2	34	327·6
„ glass	..	..	..	18	64	..	0	40	..	4	76	..	23	80	333·2
„ scented	..	..	..	9	14	..	0	61	..	2	5	..	11	80	165·2
„ gum, copal	..	strings	12	..		..	..		..	..		12	..		20·0
Beans	..	..	..	4	60	..	2	70	..	6,158	74	..	6,166	4	12,332·1
„ cake	..	..	..	15,446	48	..	40	0	..	40,630	22	..	56,116	70	140,291·8
„ curd	..	..	..	327	52	..	402	13	..	351	23	..	1,080	88	3,242·6
„ flour	..	..	..	23	69	..	23	84	..	..		..	47	53	142·6
„ stick	..	..	..	17	88	..	3	40	..	1	40	..	22	68	34·0
Betel nuts	..	..	..	1,208	65	..	1,041	26	..	675	39	..	2,925	30	8,775·9
„ husk	..	..	..	304	32	..	..		..	35	50	..	339	82	271·9
„ leaf	..	..	..	10	56	..	4	86	..	..		..	15	42	23·1
Bicho de mer, black	..	..	..	83	28	..	29	98	..	103	84	..	217	10	3,039·4
„ white	..	..	..	1,221	99	..	95	15	..	1,907	13	..	3,224	27	58,036·9
Birds' feathers	..	..	21,724	..		9,323	..		..	..		31,047	..		4,036·1
„ nests, 1st quality		..	..	7	87	..	2	70	..	0	63	..	11	20	13,440·0
„ „ 2nd „	..	..	..	16	96	..	6	46	..	2	16	..	25	88	18,116·0
„ „ 3rd „	..	..	..	64	9	..	8	6	..	2	45	..	74	60	22,383·0
Black, lamp	..	..	..	44	5	..	171	40	..	..		..	215	45	2,154·5
Bones, cow	..	..	..	..		..	..		..	508	40	..	508	40	1,271·0
„ fish	..	..	..	4	35	..	..		..	..		..	4	35	21·7
„ tiger	..	..	..	2	10	..	2	64	..	0	50	..	5	24	104·8
„ ware	..	..	..	8	94	..	2	5	..	0	97	..	11	96	35·9
Books, Chinese	..	..	..	8	85	..	..		..	67	0	..	75	85	1,517·0
Borax	..	..	..	45	50	..	..		..	..		..	45	50	364·0
Brass foil	..	..	..	28	28	..	5	50	..	12	47	..	46	25	2,081·2
„ old	..	..	..	232	0	..	136	50	..	..		..	368	50	8,107·0
„ ware	..	..	..	249	78	..	461	72	..	29	12	..	740	62	28,143·6
„ wire	..	..	..	12	53	..	7	15	..	..		..	19	58	688·8
Bricks and tiles	..	..	506,420	..		118,111	..		1,300	..		625,831	..		1,877·5
Brooms, feather	..	..	2,593	..		290	..		700	..		3,943	..		394·3
„ foreign	..	..	800	..		2,740	..		1,644	..		5,204	..		1,561·2
Buttons, brass, figured		..	..	168	21	..	72	59	..	14	59	..	255	39	16,600·4
„ plain	..	..	..	455	80	..	68	61	..	70	61	..	595	2	23,800·8
Camphor baroos, clean	..	..	..	0	54	..	0	2	..	..		..	0	56	1,344·0
„ unclean	..	..	..	54	80	..	33	47	..	..		..	88	27	123,578·0
Candle material	..	..	..	..		..	2	66	..	1	4	..	3	70	37·0
Candles, native	..	..	..	128	52	..	84	82	..	65	83	..	279	17	3,350·0
Capoor cutchery	..	..	..	59	56	..	8	38	..	9	50	..	77	44	309·8
Cardamoms, 1st quality		..	..	94	40	..	4	44	..	1	0	..	99	84	7,987·7
„ husks	..	..	..	295	42	..	275	87	..	411	69	..	982	98	11,795·8

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		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Cardamoms, with husks	..	..	73 97	..	1 44	..	47 57	..	122 98	7,378·8
Carraway seeds	.. ..	..	1 35	..	..	..	56 39	..	57 44	346·4
Carpets and druggets	.. ..	326	..	..	..	..	..	326	..	652·0
Cassia bark	.. ..	..	8 79	..	47 36	..	107 60	..	163 75	655·0
„ buds	.. ..	..	2 64	..	1 49	..	1 39	..	5 52	13·8
„ twigs	.. ..	..	138 3	..	46 52	..	439 4	..	623 59	1,870·8
Chalk	.. ..	..	115 69	..	42 53	..	61 30	..	219 52	109·7
Charcoal	.. ..	..	31,485 10	..	35,479 83	..	17,194 50	..	84,159 43	151,487·0
Chestnuts	.. ..	..	650 20	..	1,663 87	..	28 15	..	2,342 22	11,711·1
„ water	.. ..	..	59 72	..	37 1	..	..	..	96 73	290·2
China root	.. ..	..	2,136 17	..	1,756 12	..	192 45	..	4,084 74	20,423·7
„ ware, fine	.. ..	..	2,759 32	..	4,559 25	..	34 45	..	7,353 2	117,648·3
„ „ coarse	.. ..	..	8,580 72	..	20,521 29	..	759 24	..	29,861 25	268,751·2
Chop sticks	.. ..	..	23 7	..	82 80	..	47 80	..	153 67	922·0
Chow chow	.. ..	..	57 11	..	58 35	..	40 10	..	155 56	1,555·6
Chunam	.. ..	..	601 55	..	1,468 0	..	4,404 24	..	6,473 79	3,236·9
Cigars, paper	.. ..	644,400	..	160,000	..	950,000	..	1,754,400	..	263·2
Cinnabar	.. ..	..	12 67	..	14 86	..	15 0	..	42 53	1,488·5
Cinnamon	.. ..	..	60 93	..	8 68	..	20 61	..	90 22	7,217·6
Citron	.. ..	..	82 28	..	36 67	..	32 51	..	151 46	1,514·6
Cloves	.. ..	..	1,797 82	..	756 64	..	535 89	..	3,090 35	24,722·8
Cloth, hemp bag	.. ..	7,000	..	..	..	9,800	..	16,800	..	5,040·0
Clothing, cotton	.. ..	..	4 96	..	3 32	..	1 50	..	9 78	391·2
„ silk	.. ..	..	6 92	..	0 26	..	..	..	7 18	502·6
Coal, foreign	.. tons	102,335	..	36,555	..	18,151	..	157,041	..	1,256,328·0
„ native	.. ..	..	3,542 66	..	1,636 0	..	..	..	5,178 66	1,294·7
Cochineal	.. ..	..	..	..	..	..	0 90	..	0 90	109·8
Cocoa-nuts	.. ..	3,337	..	417	..	450	..	4,204	..	84·1
Coir	.. ..	..	1,646 47	..	2,135 70	..	504 14	..	4,286 31	25,717·9
„ brooms	.. ..	..	..	100	..	..	..	100	..	5·0
„ mats	.. ..	415	..	310	..	66	..	791	..	79·1
„ rope	.. ..	..	18 80	..	1 60	..	13 40	..	33 80	253·5
„ strings	.. ..	..	23 10	..	40 60	..	63 42	..	127 12	762·7
Compasses	.. ..	5,095	..	1,540	..	1,508	..	8,143	..	672·6
Copper	.. ..	..	3,086 28	..	40 20	..	..	..	3,126 48	62,529·6
„ cash	.. strings	282,422	..	18,250	..	480	..	301,152	..	225,864·0
„ nails	.. ..	..	2 4	..	11 56	..	10 48	..	24 8	529·8
„ old	.. ..	..	148 72	..	..	..	..	..	148 72	1,797·0
			9 0	..	434 27	..	..	..	443 27	7,978·9

„	ware	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
„	wire	..	..	..	..	..	..	14	0	..	..	..	..	..	14	0	490·0		
Copperas	..	..	..	..	142	56	..	32	76	..	..	..	..	..	175	32	701·3		
Corals	..	..	..	..	9	21	..	..		..	..	..	..	..	9	21	3,684·0		
Cornelians	..	..	..	..	6	59	..	..		..	..	..	..	..	6	59	790·8		
Cotton	..	..	..	..	5,049	79	..	4,135	97	..	..	..	..	..	9,185	76	183,715·2		
„	seed	..	..	..	55	00	..	..		..	..	..	..	..	55	0	330·0		
„	strings	..	..	..	0	66	..	0	80	..	..	..	..	..	1	46	40·9		
„	thread	..	..	..	2	84	..	3	0	..	2	76	..	..	8	60	309·6		
„	twine	..	..	..	28	66	..	10	52	..	0	16	..	..	39	34	1,494·9		
Cow bezoar	..	..	..	..	0	22	..	0	8	..	0	6	..	..	0	36	331·2		
Crackers and fireworks	..	..	..	..	2,680	11	..	4,420	99	..	261	11	..	..	7,362	21	117,795·4		
Crocodile scales	..	..	..	..	18	85	..	11	37	..	..		..	..	30	22	45·3		
Croton seed	..	..	..	..	..		..	39	83	..	..		..	..	39	83	199·2		
Curios	..	..	pkgs.	80	..		..	..		8	..		88	..	..		4,984·0		
Cutch	..	..	..	..	0	20	..	..		..	1	97	..	..	2	17	15·2		
Dates, black	..	..	..	..	12,035	61	..	698	27	..	5,974	76	..	..	18,708	64	22,450·4		
„	preserved	..	..	..	46	76	..	64	12	..	7	25	..	..	118	13	472·5		
„	red	..	..	..	5,808	01	..	567	40	..	848	0	..	..	7,223	41	10,835·1		
Dolls	..	..	..	1,672	..		252	..		..	..		..	1,924	..		431·0		
Dressing cases	..	..	..	408	..		225	..		792	..		..	1,425	..		4,275·0		
Drums, native	..	..	..	..	..		328	..		..	..		..	328	..		656·0		
Dye stuff	..	..	..	..	1,207	29	..	1,241	02	..	246	84	..	..	2,695	15	8,085·4		
Earthenware	..	..	..	..	479	56	..	173	69	..	373	85	..	..	1,027	10	6,162·6		
Eggs, fresh	..	..	..	..	..		6,500	..		..	..		..	6,500	..		52·0		
„	preserved	..	..	91,440	..		67,268	..		69,908	..		..	228,616	..		685·8		
Elephant's teeth, broken		..	..	..	2	24	..	0	86	..	8	84	..	..	11	94	477·6		
„	„ whole	..	..	..	49	30	..	3	65	..	39	05	..	..	92	0	11,040·0		
Fans, feather	..	..	..	4,742	..		1,144	..		20,030	..		..	25,916	..		5,183·2		
„	palm leaf	..	..	4,115,422	..		422,150	..		6,607,167	..		..	11,144,739	..		178,315·8		
„	paper	..	..	364,250	..		212,397	..		83,364	..		..	660,011	..		17,160·3		
„	silk	..	..	1,321	..		850	..		285	..		..	2,456	..		982·4		
Feathers, peacock's		..	..	11,822	..		250	..		..	..		..	12,072	..		48,288·0		
„	kingfisher's	..	..	24,937	..		1,000	..		..	..		..	25,937	..		907·9		
Felt, caps	..	..	..	66,326	..		2,340	..		10,000	..		..	78,666	..		62,932·8		
„	native	..	..	..	..		..	145	25	..	..		..	..	145	25	1,248·0		
Fire-wood	..	..	..	..	9,662	0	..	11,306	30	..	2,946	50	..	..	23,914	80	8,370·2		
Fish, cuttle	..	..	..	..	5,376	37	..	4,611	32	..	2,422	2	..	..	12,409	71	99,277·7		
„	dried	..	..	..	438	10	..	23	0	..	137	59	..	..	598	69	3,592·1		
„	lines	..	..	..	1	97	..	..		..	1	32	..	..	3	29	394·8		
„	maws	..	..	..	300	98	..	183	31	..	306	57	..	..	790	86	14,235·5		
„	nets	..	..	..	78	20	..	142	30	..	10	0	..	..	230	50	4,149·0		
„	roe	..	..	..	1	89	..	8	0	..	9	37	..	..	19	26	96·3		
„	salt	..	..	..	5,682	18	..	1,706	73	..	1,363	6	..	8,751	97		26,255·9		

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	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Fish, skin	..	69 74	..	15 86	..	36 57	..	122 17	244·3
Flints	..	12,425 60	..	249 0	..	..	..	12,674 60	3,802·4
Flour	..	1,867 2	..	708 36	..	1,169 60	..	3,744 98	13,107·4
„ water chestnut	..	..	..	0 80	..	..	..	0 80	20·0
Flowers, artificial	..	5 22	..	3 70	..	..	..	8 92	1,338·0
„ dried	..	213 96	..	104 35	..	33 86	..	352 17	2,113·0
„ fresh	..	8 10	..	12 0	..	..	..	20 10	140·7
„ roots	20,900	..	..	..	..	..	20,900	..	1,254·0
„ seeds	..	484 14	..	192 71	..	146 23	..	823 08	5,761·6
Fruits, dried	..	124 81	..	124 23	..	30 89	..	279 93	839·8
„ fresh	..	2,626 99	..	311 60	..	290 86	..	3,229 45	6,458·9
Fungus	..	887 73	..	2,932 81	..	56 90	..	3,877 44	46,529·3
Furniture, Ning-po	pkgs. 60	..	5	..	..	..	65	..	80·0
Galangal	..	353 9	..	..	..	440 91	..	794 0	714·6
Gambier	..	675 69	..	366 71	..	860 83	..	1,903 23	5,709·7
Gamboge	..	8 07	..	..	..	..	..	8 07	96·8
Ginger, dried	..	12 26	..	34 9	..	9 10	..	55 45	110·9
„ fresh	..	196 1	..	479 55	..	56 53	..	732 9	732·1
„ ground	..	..	..	..	..	22 10	..	22 10	66·3
„ preserved	..	110 60	..	49 79	..	75 82	..	236 21	944·8
„ salt	..	1 10	..	2 20	..	..	..	3 30	9·9
Ginseng, clarified	..	147 0	..	24 54	..	14 88	..	186 42	22,370·4
„ crude	..	26 36	..	..	..	..	..	26 36	1,845·2
„ native	..	11 51	..	1 68	..	..	..	13 19	52,760·0
Glass or vitrified ware	..	344 81	..	101 06	..	194 69	..	640 56	7,686·7
Glue	..	289 69	..	72 3	..	325 96	..	687 68	9,627·5
Gold leaf	books 101	..	..	..	170	..	271	..	240·0
„ thread, imitation	..	0 4	..	..	..	0 7	..	0 11	31·9
„ stones	..	4 81	..	..	..	..	..	4 81	2,397·0
Gram	..	763 55	..	..	..	..	..	763 55	2,290·6
Granite slabs	16	..	60	..	12	..	88	..	880·0
Grass cloth, coarse	..	1,235 2	..	864 79	..	369 25	..	2,469 6	592,574·4
„ „ fine	..	74 84	..	40 96	..	6 25	..	122 5	48,820·0
Ground nuts	..	710 24	..	1,842 3	..	4,356 12	..	6,908 39	20,725·2
Gum, benjamin	..	0 32	..	..	..	..	..	0 32	12·8
„ copal	..	..	..	..	..	1 58	..	1 58	22·1
„ dragon blood	..	29 23	..	..	..	11 35	..	40 58	5,275·4
„ myrrh	..	96 25	..	49 64	..	62 74	..	208 63	2,503·6
„ olibanum	..	9 16	..	43 95	..	196 78	..	249 89	149,934·0

„ resin	..	..	..	52	98	..	83	10	..	..		..	136	8	5,443·2
Gypsum	..	..	..	18,832	0	..	22,296	0	..	29,871	0	..	70,999	0	35,499·5
Hair, camel	..	..	..	415	76	..	..		..	..		..	415	76	2,910·3
„ goat	..	..	..	16	80	..	17	84	..	..		..	34	64	155·9
„ horse	..	..	..	19	0	..	..		..	..		..	19	0	67·0
„ pigs	..	..	..	2	40	..	0	80	..	..		..	3	20	4·8
Hams	..	..	..	1,957	49	..	590	71	..	21	70	..	2,569	90	56,537·8
Hartall	..	..	..	50	54	..	20	20	..	23	80	..	94	54	567·2
Hemp	..	..	..	11,860	99	..	21,388	29	..	291	9	..	33,540	37	234,782·6
„ coarse	..	..	..	..		..	..		..	510	10	..	510	10	1,275·0
Hides, buffalo and cow	..	..	..	187	86	..	170	35	..	155	2	..	513	23	3,079·4
Hones, razor	..	..	..	1,130	42	..	840	91	..	..		..	1,971	33	23,656·0
Honey	..	..	..	130	41	..	137	40	..	8	61	..	276	42	6,081·2
Horns, chamois	..	..	..	184	91	..	0	2	..	..		..	184	93	4,623·2
„ cow	..	..	..	9	20	..	..		..	29	80	..	39	0	35·1
„ deer, old	..	..	..	83	7	..	34	85	..	27	54	..	145	46	3,200·0
„ „ young	..	pairs	112	..		..	..		..	..		112	..		2,800·0
„ rhinoceros	..	..	..	31	15	..	1	44	..	0	28	..	32	87	36,157·0
„ sheep	..	..	..	40	0	..	..		..	..		..	40	0	100·0
„ and bone ware	..	..	..	10	52	..	7	37	..	2	71	..	20	60	412·0
Indigo, dry	..	..	..	793	62	..	585	22	..	717	5	..	2,095	89	54,493·1
„ liquid	..	..	..	13,762	69	..	5,114	82	..	18,246	64	..	37,124	15	445,489·8
Ink, Indian	..	..	..	9	32	..	28	29	..	0	24	..	37	85	4,542·0
„ stones	..	..	110	..		..	..		..	..		110	..		55·0
Iron, knives	..	..	59,632	..		17,169	..		9,174	..		85,975	..		4,298·7
„ manufactured	..	..	..	591	29	..	148	96	..	325	50	..	1,065	75	31,972·5
„ nails	..	..	..	190	48	..	42	60	..	13	21	..	246	29	1,477·7
„ pans	..	..	3,456	..		607	..		310	..		4,373	..		874·6
„ unmanufactured	..	..	..	121	50	..	394	50	..	..		..	516	0	1,264·2
„ wire	..	..	..	191	76	..	50	55	..	181	71	..	424	02	11,872·6
„ ware	..	..	..	1,314	57	..	522	42	..	16	91	..	1,853	90	64,886·5
„ weights, old	..	..	..	45	10	..	278	0	..	..		..	323	10	7,108·2
Isinglass	..	..	..	..		..	..		..	2	50	..	2	50	20·0
Ivory ware	..	..	..	38	28	..	1	95	..	5	88	..	46	11	5,072·1
Jade stone, ornaments	..	..	1,020	..		100	..		..	..		1,120	..		1,655·0
Joss „ „	..	pairs	2,363	..		30	..		..	..		2,393	..		717·9
„ stick powder	..	..	..	2,574	40	..	3,732	51	..	2,848	11	..	9,155	2	18,310·0
„ sticks	..	..	..	117	65	..	235	14	..	236	51	..	589	30	2,357·2
Lacquer	..	..	..	27	60	..	1	20	..	..		..	28	80	460·8
Lacquered ware	..	..	..	80	58	..	31	20	..	9	34	..	121	12	2,906·9
Lamps, brass	..	..	..	180	56	..	48	54	..	90	70	..	319	80	9,594·0
„ glass	..	..	..	70	77	..	7	51	..	37	45	..	115	73	3,471·9
„ tin	..	..	..	..		..	1	20	..	..		..	1	20	33·6
Lanterns	..	..	77	..		..	..		..	..		77	..		36·0

Description of Goods.		In 1,439 British Vessels.		In 714 American Vessels.		In 717 Sundry Vessels.		Total in 2,870 Vessels.		Estimated Value.
		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Lard		..	30 25	..	46 44	..	22 80	..	99 49	696·4
Lead, native		..	605 66	..	..	..	..	..	605 66	2,422·6
„ red		..	637 79	..	56 88	..	14 80	..	709 47	5,675·8
„ tea		..	451 76	..	..	..	13 0	..	464 76	4,182·8
„ white, Ceruse		..	5,416 2	..	1,369 67	..	2,170 43	..	8,956 12	62,692·8
„ yellow, Massicot		..	337 71	..	38 42	..	276 79	..	652 92	5,876·3
Leather		..	1,298 7	..	280 53	..	260 68	..	1,939 28	5,817·8
„ Russian		..	..	..	23 15	..	..	..	23 15	92·6
„ ware		..	63 99	..	147 15	..	12 51	..	223 65	894·6
Lichees		..	1,068 32	..	91 60	..	605 7	..	1,764 99	11,472·4
Liquorice		..	812 6	..	187 12	..	48 99	..	1,048 17	7,861·3
Lily flowers..		..	1,020 97	..	1,314 78	..	182 20	..	2,517 95	15,107·7
„ roots		..	37 0	..	8 0	..	10 0	..	55 0	220·0
„ seed		..	1,323 35	..	2,117 15	..	73 48	..	3,513 98	52,709·7
Lime		..	7 70	..	399 50	..	..	..	407 20	162·9
Litharge		..	8 40	..	0 90	..	..	..	9 30	37·2
Looking glasses		62,574	..	23,339	..	97,054	..	182,967	..	54,890·0
Lucraban seeds		..	170 3	..	68 60	..	1,252 10	..	1,490 73	7,453·6
Lungngan, dried		..	10,697 94	..	2,030 63	..	3,114 62	..	15,843 19	102,980·7
„ flesh		..	1,088 81	..	450 25	..	459 70	..	1,998 76	15,990·1
Mangrove bark		..	6,637 70	..	3,892 80	..	4,957 60	..	15,488 10	38,720·0
Marble slabs		23	..	..	..	800	..	823	..	570·0
Mats, floor		40	..	..	..	22	..	62	..	2·5
„ rattan		1,208	..	354	..	210	..	1,772	..	88·6
„ sleeping		694	..	..	..	660	..	1,354	..	67·7
„ tea and silk		798,960	..	171,123	..	481,200	..	1,451,283	..	145,128·3
Matting, cotton ..	rolls	1,182	..	1,477	..	884	..	3,543	..	10,629·0
Medicine		..	29,464 99	..	28,723 26	..	3,686 14	..	61,874 39	618,743·9
Melon seeds		..	3,204 63	..	716 30	..	885 72	..	4,806 65	16,823·3
„ peel		..	..	..	..	..	1 54	..	1 54	3·1
Metal, native		..	..	..	104 59	..	..	..	104 59	418·3
Maize		..	789 76	..	1,147 88	..	3 28	..	1,940 92	3,493·7
Mirrors		..	336 53	..	81 45	..	128 78	..	546 76	16,402·8
Millet		..	2,994 60	..	6,143 60	..	4,093 0	..	13,231 20	19,846·8
Molasses		..	23 0	..	103 13	..	44 0	..	170 13	1,701·3
Mother-o'-pearl shell		..	234 0	..	..	..	..	..	234 0	1,872·0
„ ware		..	1 40	..	..	..	..	..	1 40	1,400·0
Mushrooms..		..	154 21	..	33 74	..	..	..	187 95	4,698·7
Musk		..	2 47½	..	1 91	..	..	..	4 38½	6,139·0

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	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Peach kernels	..	413 65	..	28 17	..	78 40	..	520 22	5,202·2
Peas	..	36,295 70	..	3,634 0	..	65,661 56	..	105,591 26	211,182·5
Pens, native	..	..	400	..	..	..	400	..	8·0
Peel, orange	..	1,700 13	..	665 42	..	919 90	..	3,285 45	26,283·6
„ pumelo	..	99 52	..	79 1	..	84 85	..	263 38	1,316·9
Pepper, black	..	14,649 25	..	5,008 47	..	9,161 25	..	28,818 97	187,323·3
„ white	..	357 19	..	72 53	..	10 78	..	440 50	3,964·5
„ cayenne	..	18 0	..	..	..	..	..	18 0	270·0
„ long	..	..	..	..	..	14 0	..	14 0	42·0
Peppermint oil	..	1 22	..	0 17	..	0 14	..	1 53	612·0
Pictures, rice paper	6,322	..	144	..	..	..	6,466	..	258·6
„ glass	40	..	60	..	..	..	100	..	10·0
Pillow cases, native, cloth	28	..	..	..	..	..	28	..	22·0
Pine nuts	..	4 70	..	..	..	18 78	..	23 48	70·4
Pickles	..	214 41	..	71 94	..	34 70	..	321 5	3,210·5
Plums, salt	..	14 19	..	15 56	..	1 30	..	31 5	124·2
Pork, salt	..	208 41	..	37 2	..	20 55	..	265 98	1,329·9
Potash	..	50 68	..	66 52	..	..	..	117 20	2,102·6
Potatoes	..	1,779 4	..	358 60	..	461 20	..	2,527 84	5,195·7
„ flour	..	5,413 74	..	4,019 2	..	2,963 58	..	12,396 34	9,917·1
Prawns, dried	..	420 81	..	47 64	..	91 72	..	560 17	4,481·4
Preserves	..	2,689 72	..	1,006 89	..	313 24	..	4,009 85	48,118·2
Provisions, dried	..	208 3	..	9 31	..	36 44	..	253 78	3,806·7
Prussian blue	..	3 0	..	13 0	..	..	..	16 0	192·0
Pumeloes	..	279 47	..	265 10	..	203 57	..	748 14	9,725·0
Pumice stone	..	..	..	..	..	40 95	..	40 95	205·0
Putty	..	3 26	..	..	..	..	..	3 36	6·0
Putchuck	..	141 72	..	28 99	..	47 18	..	217 89	544·7
Purses, watch, silk	3,681	..	..	..	220	..	5,276	..	1,055·2
Quicksilver	..	566 97	1,375	316 96	..	155 50	..	1,039 43	98,745·9
Quartz	..	82 0	..	..	..	..	..	82 0	246·0
Raisins	..	210 1	..	9 30	..	..	..	219 31	1,754·5
Rattans	..	8,166 78	..	2,209 47	..	2,668 55	..	13,044 80	32,612·0
„ canes	15,148	..	..	..	..	..	15,148	..	454·4
„ pillows	237	..	..	..	..	..	237	..	11·8
„ shavings	..	11 66	..	..	..	..	..	11 66	52·0
„ split	..	190 0	..	54 50	..	222 0	..	466 50	1,632·8
„ ware	..	233 40	..	17 67	..	49 25	..	300 32	4,501·8
Red earth	..	3,132 21	..	3,213 97	..	..	..	6,346 18	57,115·6

Rhubarb	..	..	..	..		2,544	69	..		5,044	59	..		13	26	..		7,602	54	371,004·0
Rice	..	..	..	..		1,127,250	61	..		336,529	94	..		648,491	54	..		2,112,272	9	5,703,134·6
„ cake	..	..	..	..		9	0	..		16	0	..		..		..		25	0	100·0
„ flour	..	..	..	..		22	68	..		11	15	..		19	85	..		53	68	187·9
Rope, hemp or Europe	..	..	..	..		3,505	67	..		34	62	..		878	73	..		4,419	2	53,028·2
„ Manila	..	..	..	..		597	86	..		889	53	..		2,992	36	..		4,479	75	35,838·0
„ wire	..	..	..	..		40	33	..		..		..		..		..		40	33	806·6
Rose maloes	..	..	..	..		4	41	..		..		..		..		..		4	41	110·3
Rosin	..	..	barrels	294		..		215		..		..		..		509		..		3,185·8
Rouge	..	..	..	..		28	54	..		14	80	..		24	29	..		67	63	811·6
Sackcloth	..	..	..	..		..		..		55	25	..		..		..		55	25	110·5
Safflower	..	..	..	..		682	61	..		2,635	37	..		59	55	..		3,377	53	218,863·9
Saffron	..	..	..	..		24	30½	..		..		..		5	60	..		29	90½	23,519·0
Sago	..	..	..	..		44	72	..		..		..		..		..		44	72	178·9
Saltpetre	..	..	..	..		11,448	81	..		1,212	17	..		620	0	..		13,280	98	92,966·9
Samshoo	..	..	..	..		1,756	81	..		1,479	3	..		428	40	..		3,644	24	20,153·3
Sandstone	..	..	..	..		44	0	..		..		..		..		..		44	0	176·0
Seaweed	..	..	..	..		1,972	92	..		1,582	86	..		898	44	..		4,454	22	13,362·7
Sea shells	..	..	..	..		101	42	..		..		..		28	0	..		129	42	647·1
Sesamum seeds	..	..	..	..		166	50	..		221	5	..		986	10	..		1,373	65	2,747·3
Sharks' fins, black	..	..	..	..		274	35	..		5	65	..		123	50	..		403	50	7,263·0
„ white	..	..	..	..		574	61	..		7	84	..		63	1	..		645	46	25,818·4
„ skins	..	..	3,092			..		135		..		261		..		3,488		..		1,395·2
Shellac	..	..	..	..		0	16	..		..		..		..		..		0	16	6·5
Shrimp sauce	..	..	..	..		41	14	..		6	16	..		10	92	..		58	22	407·5
Shoes, cloth	..	..	pairs	26,220		..		10,819		..		18,506		..		55,545		..		41,658·7
„ leather	..	..	..	3,023		..		4,621		..		100		..		7,744		..		6,195·2
„ rain	..	..	..	1,019		..		1,380		..		714		..		3,113		..		3,113·0
„ satin	..	..	..	39,723		..		6,648		..		990		..		47,361		..		31,152·7
„ wood	..	..	..	100		..		400		..		..		..		500		..		500·0
Silk and cotton mixtures		..	..			0	65½	..		..		..		0	2	..		0	67½	60·7
„ embroidery	..	..	..			1	70	..		0	3	..		0	1	..		1	74	208·8
„ piece goods, coarse	..	..	..			66	45	..		5	0	..		8	4	..		79	49	11,128·6
„ „ fine	..	..	..			761	83	..		139	29	..		76	99	..		978	11	371,681·8
„ Raw, Chefoo	..	..	..			27	8	..		10	66	..		..		..		37	74	6,793·2
„ „ Hong Kong	..	..	..			1	61	..		..		..		11	46	..		13	7	4,574·5
„ „ Ningpo	..	..	..			47	63	..		..		..		..		..		47	63	16,670·5
„ „ Yang-tsze	..	..	..			91	79	..		303	2	..		..		..		394	81	126,339·2
„ refuse	..	..	..			0	19	..		0	3	..		..		..		0	22	39·6
„ ribbons	..	..	..			178	27	..		42	64	..		5	76	..		226	67	54,400·8
„ tassels	..	..	..			0	89	..		0	3	..		0	28	..		1	20	288·0
„ thread	..	..	..			1	63	..		0	4	..		..		..		1	67	534·4
„ wadding	..	..	..			..		..		1	67	..		..		..		1	67	202·4
Silver lace	..	..	yards	160		..		..		..		..		..		160		..		116·0

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	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Silver ware	..	0 41	..	0 30	..	..	..	0 71	142·0
Sinews, deer	..	1 53	..	..	..	..	..	1 53	27·5
Skins, asses	1,502	..	659	..	..	..	2,161	..	432·2
„ beaver	..	..	510	..	..	..	510	..	400·0
„ cat	26	..	..	..	..	..	26	..	7·8
„ dog	180	..	..	..	..	..	180	..	5·4
„ and tails, fox	5,973	..	5	..	..	..	5,978	..	717·4
„ lamb	12,344	..	106	..	..	..	12,450	..	2,490·0
„ otter, land	2,955	..	16	..	..	..	2,971	..	4,456·5
„ goats	610	..	..	..	..	..	610	..	122·0
„ rabbit	4,600	..	2,730	..	..	..	7,330	..	659·7
„ sable	..	..	..	..	100	..	100	..	225·0
„ sheep	76,842	..	7,499	..	60	..	84,401	..	16,880·2
„ squirrel	685	..	2	..	..	..	687	..	274·8
„ wolf	10	..	..	..	..	..	10	..	3·0
Skin coats, squirrel	47	..	..	..	..	..	47	..	470·0
Smalts	..	66 1	..	19 50	..	..	..	85 51	2,052·2
Snuff, native	..	95 34	..	52 5	..	53 71	..	201 10	3,619·8
Soap	..	5,799 31	..	1,886 95	..	866 6	..	8,552 32	25,657·0
„ stone	..	100 0	..	1,382 90	..	..	..	1,482 90	29,658·0
Soot	..	200 62	..	169 61	..	89 24	..	459 47	918·9
Soy	..	279 0	..	49 0	..	18 24	..	346 24	2,423·7
Steel, native	..	704 5	..	460 50	..	..	..	1,164 55	5,240·5
„ yards	8,729	..	30	..	1,354	..	10,113	..	1,213·6
Sticklac	..	38 77	..	37 38	..	72 90	..	149 5	894·3
Stockings .. .. pairs	55,414	..	8,137	..	5,544	..	69,095	..	69,095·0
Stone, slabs	8,699	..	6,624	..	1,444	..	16,767	..	3,018·1
Straw, bags	1,500	..	3,000	..	..	..	4,500	..	225·0
„ braid	..	111 32	..	..	..	..	..	111 32	779·2
„ brooms	4,330	..	6,980	..	2,055	..	13,365	..	761·9
„ hats	56,135	..	83,299	..	56,440	..	195,874	..	39,174·8
„ mats	161,415	..	312,107	..	254,532	..	728,054	..	72,805·4
„ shoes .. pairs	1,300	..	..	..	2,520	..	3,820	..	22·9
„ rope	..	..	..	30 0	..	..	..	30 0	120·0
„ strings	..	75 80	..	737 92	..	211 78	..	1,025 50	4,102·0
Sugar, brown	..	212,233 46	..	54,626 28	..	306,099 29	..	572,959 3	2,578,315·6
„ candy	..	7,313 90	..	321 12	..	7,891 53	..	15,526 55	170,792·1
„ canes	97,060	..	111,057	..	55,014	..	263,131	..	15,787·9
„ white	..	116,927 84	..	34,685 87	..	70,631 45	..	222,245 16	1,711,287·7

Sulphur				501	0	..	700	0	..	1,000	0	..	2,201	0	4,402·0
Tallow, animal				134	94	..	940	18	..	333	28	..	1,408	40	8,450·4
„ vegetable				13,938	50	..	28,154	55	..	1,327	99	..	43,421	4	477,631·4
Tamarind, rind				..		..	..		..	9	0	..	9	0	36·0
Taro				51	3	..	4	9	..	124	89	..	180	1	540·0
Tea, brick				5,352	59	..	22,930	51	..	..		..	28,283	10	226,264·8
„ stalks				138	23	..	10	40	..	..		..	148	63	891·8
„ Foochow, &c.				3,369	36	..	809	67	..	628	23	..	4,807	26	134,603·3
„ Ningpo				30,857	87	..	1,168	26	..	705	57	..	32,731	70	981,951·0
„ Yang-tsze				164,680	86	..	259,423	34	..	..		..	424,104	20	14,843,647·0
Timber, beams			13,284	..		11,494	..		3,495	..		38,273	..		84,819·0
„ masts and spars ..			8,592	..		1,421	..		460	..		10,473	..		41,892·0
„ planks, hard wood ..			65,064	..		59,952	..		16,986	..		142,002	..		284,004·0
„ „ soft wood..		sq. ft.	2,138,817	..		4,193,301	..		899,066	..		7,231,184	..		1,446,236·8
„ „ teak ..		cubic ft.	315	..		4,630	..		3,130	..		8,075	..		7,267·5
Tin				17,311	70	..	3,138	99	..	4,532	79	..	24,983	48	674,553·9
„ foil				9,275	30	..	4,938	13	..	1,646	58	..	15,860	1	507,520·3
„ old				218	00	..	201	50	..	..		..	419	50	9,229·0
„ ware				21	70	..	11	34	..	27	14	..	60	18	1,444·3
Tinder				49	00	..	..		..	10	0	..	59	0	354·0
Tobacco leaf				10,794	85	..	23,759	8	..	660	26	..	35,214	19	422,570·3
„ dust				259	99	..	297	40	..	..		..	557	39	2,229·6
„ prepared				8,639	75	..	27,467	74	..	3,101	96	..	39,209	45	862,607·9
„ stems				370	46	..	593	68	..	..		..	964	14	2,892·4
Tortoise shell, fine				..		..	..		..	1	42	..	1	42	355·0
„ „ common				8	36	..	1	60	..	9	14	..	19	10	1,528·0
„ „ ware				0	64	..	0	90	..	0	1	..	1	55	465·0
Towels, native				0	8	..	..		..	..		..	0	8	9·6
Toys		pkgs.	3	..		1	..		9	..		13	..		395·0
Turmeric				224	4	..	260	15	..	413	70	..	897	89	2,693·7
Twine, hemp				23	57	..	25	17	..	8	90	..	57	64	115·3
Umbrellas, paper			52,570	..		37,019	..		32,445	..		122,034	..		12,203·4
Ultramarine				44	75	..	..		..	..		..	44	75	1,790·0
Varnish				980	99	..	1,232	90	..	28	74	..	2,242	63	31,396·8
Vegetables, dried				1,221	43	..	35	30	..	3	0	..	1,259	73	2,519·5
„ fresh				769	0	..	4	0	..	43	0	..	816	0	408·0
„ salt				9,813	91	..	784	42	..	254	36	..	10,852	69	6,511·6
Velvet collars			90	..		..	..		..	..		90	..		13·5
Verdigris				16	0	..	..		..	..		..	16	0	384·0
Vermicelli				902	49	..	513	75	..	573	72	..	1,989	96	4,974·9
Vermilion				400	54	..	61	13	..	89	68	..	551	35	15,437·8
Vinegar				61	88	..	18	0	..	48	6	..	128	74	1,029·9
Waist bands			114	..		..	..		..	..		114	..		10·0
Walnuts			..	2,287	79	..	4,053	78	..	318	90	..	6,660	47	19,981·4

Description of Goods.	In 1,439 British Vessels.		In 714 American Vessels.		In 717 Sundry Vessels.		Total in 2,870 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Walnuts, shelled	..	54 70	..	9 90	..	20 99	..	85 59	1,283·9
Walrus' teeth	..	..	..	..	..	25 50	..	25 50	816·0
Wax, bees	..	5 93	..	11 88	..	..	..	17 81	320·6
„ vegetable	..	140 16	..	36 50	..	..	..	176 66	1,943·3
„ white or insect	..	420 6	..	1,455 9	..	101 0	..	1,976 15	73,117·6
Wheat or grain	..	5,072 64	..	2,036 52	..	5,977 50	..	13,086 66	39,260·0
Wick, lamp	..	..	..	0 82	..	11 20	..	12 2	288·5
Wood, camagon	..	30 0	..	158 20	..	1,250 0	..	1,438 20	7,191·0
„ coffin	892	..	2,180	..	606	..	3,678	..	44,136·0
„ dye	..	375	..	..	..	..	375	..	113·0
„ ebony	..	3,338 39	..	1,500 30	..	1,738 99	..	6,577 68	23,021·9
„ fragrant	..	84 8	..	79 90	..	69 30	..	233 28	3,265·9
„ garroo	..	28 94	..	0 14	..	..	..	29 8	2,035·6
„ knees	..	..	420	..	335	..	755	..	3,685·0
„ kranjee	360	..	..	..	235	..	595	..	5,355·0
„ laka	..	1,572 98	..	540 78	..	331 19	..	2,444 95	6,845·9
„ lignum vitæ	75	..	..	..	..	..	75	..	151·0
„ piles and poles	422,131	..	384,915	..	135,910	..	942,956	..	471,478·0
„ red	..	412 60	..	10 50	..	278 48	..	701 58	4,209·5
„ sandal	..	20,895 91	..	3,227 16	..	3,038 49	..	27,161 56	122,227·0
„ sapan	..	4,065 29	..	2,140 50	..	13,570 87	..	19,776 66	49,441·6
„ scale	3,680	..	..	..	4,699	..	8,379	..	895·3
„ shooks for tea chests	6,000	..	..	..	..	..	6,000	..	1,200·0
„ shingles	137,616	..	333,002	..	22,000	..	492,618	..	1,903·0
„ ware	..	324 94	..	219 17	..	184 68	..	728 79	12,389·4
Wool	..	794 56	..	5 70	..	34 30	..	834 56	5,841·9
Yams or sweet potatoes	..	525 52	..	277 70	..	465 46	..	1,268 68	3,806·0
									*61,704,099·1

At 6*s.* 4¼*d.* the average rate of Exchange at 6 months' sight = £19,603,906 9*s.* 8¾*d.*

This amount includes the value of the Import Trade from all foreign ports, Japan and Chinese Treaty Ports.

II.—Return of the Export Trade at the Port of Shanghae, for the year ended 31st December, 1863.

Description of Goods.	In 869 British Vessels.* Aggregate Tonnage 308,126.		In 509 American Vessels.† Aggregate Tonnage 177,751.		In 329 Sundry Vessels.‡ Aggregate Tonnage 82,630.		Total in 1,707 Vessels.§ Aggregate Tonnage 568,513.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Agar agar	..	65 87	..	13 0	..	29 79	..	108 66	434·6
Almonds	..	12 55	..	12 74	..	22 49	..	47 78	1,194·5
Alum, white	..	..	..	225 70	..	..	..	225 70	564·2
„ green	..	90 20	..	..	..	59 58	..	149 78	584·1
Aniseed, star	..	1 41	..	22 66	..	39 34	..	63 41	760·9
Artificial flowers	..	1 5	..	18 0	..	..	..	19 5	2,857·5
Asafœtida	..	0 10	..	0 64	..	..	..	0 74	11·8
Bags, gunny	57,810	..	,666	..	23,378	..	86,854	..	34,741·6
„ grass	..	..	..	..	200	..	200	..	40·0
„ hemp	31,100	..	52,478	..	57,500	..	141,078	..	7,053·9
„ mat	5,000	..	..	..	29,000	..	34,000	..	3,060·0
„ straw	..	..	..	..	2,450	..	2,450	..	122·5
Bamboo canes	7,600	..	..	..	..	..	7,600	..	152·0
„ shoots	..	11 65	..	2 60	..	..	..	14 25	64·1
„ „ fresh	..	1 80	..	..	..	..	..	1 80	5·4
„ „ salted	..	35 0	..	..	..	..	..	35 0	175·0
„ ware	..	45 68	..	170 35	..	12 9	..	228 12	4,106·1
„ baskets	2,028	..	..	..	..	..	2,028	..	202·8
Barley, pearl	..	365 85	..	1,199 12	..	250 30	..	1,815 27	16,337·4
Beads, glass, scented	..	0 83½	..	..	..	..	..	0 83½	11·7
Beans	..	340 80	..	826 66	..	959 69	..	2,127 15	4,254·3
„ cake	..	33,570 30	..	9,395 95	..	41,761 64	..	84,727 89	211,819·7
„ flour	..	..	..	75 0	..	..	..	75 0	150·0
„ stick	..	0 24	..	..	..	..	..	0 24	0·4
Betel nuts	..	61 50	..	129 47	..	2 87	..	193 84	581·5
„ „ husk	..	..	..	68 52	..	..	..	68 52	54·8
Bicho de mer, black	..	15 24	..	508 49	..	1 10	..	524 83	7,347·6
„ „ white	..	18 5	..	44 33	..	52 60	..	114 98	2,069·6
Birds' nests, 1st quality	..	..	..	0 2	..	..	..	0 2	24·0
„ „ 2nd	..	..	..	0 4	..	..	..	0 4	28·0
„ „ 3rd „	..	0 20	..	..	..	..	..	0 20	60·0
Blankets, native	pairs 1,380	..	..	..	540	..	1,920	..	4,800·0
Bones, cow and buffalo	..	740 60	..	750 0	..	1,130 60	..	2,621 20	6,553·0

* 251 Ningpo boats, 23,011 tons. † 216 Ningpo boats, 15,190 tons. ‡ 192 Ningpo boats, 10,280 tons. § Total foreign-built vessels, 1,048; Aggregate tonnage, 520,032 tons.

Description of Goods.	In 869 British Vessels.		In 509 American Vessels.		In 329 Sundry Vessels.		Total in 1,707 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Bones, tigers	..	1 37	..	4 13	..	1 6	..	6 56	131·2
„ ware	..	..	..	1 93	..	..	..	1 93	73·3
Borax	..	2 23	..	6 67	..	..	..	8 90	71·2
Brass buttons	..	1 87	..	10 74	..	0 3½	..	12 64½	379·3
„ old	..	3,020 91	..	312 98	..	591 53	..	3,925 42	86,359·2
„ ware	..	728 36	..	617 24	..	372 33	..	1,717 93	65,281·3
„ wire	..	47 32	..	0 6	..	10 30	..	57 68	2,018·8
Bricks and tiles	90,000	..	6,500	..	38,460	..	134,960	..	404·9
Bristles, hog	..	320 20	..	..	..	3 20	..	323 40	388·1
Cakes, native	..	1 60	..	..	..	..	..	1 60	6·4
Camphor, native	..	24 39	..	53 77	..	3 25	..	81 41	976·9
Candles	..	1 60	..	..	..	..	..	1 60	24·0
Capoor cutchery	..	18 66	..	40 42	..	12 59	..	71 67	286·7
Cardamoms, 1st quality	..	1 9	..	2 26	..	..	..	3 35	268·0
„ 2nd quality	..	14 64	..	53 56	..	13 29	..	81 49	977·8
Carpets, native	5,788	..	10,209	..	6,643	..	22,640	..	45,280·0
Caps, felt	12,213	..	..	..	1,660	..	13,873	..	8,323·8
„ fur	..	..	1,879	..	..	..	1,879	..	5,637·0
„ horse-hair	..	..	750	..	..	..	750	..	450·0
„ satin	..	..	1,556	..	..	..	1,556	..	778·0
„ velvet	..	..	250	..	..	..	250	..	225·0
Carraway-seeds	..	14 52	..	2 92	..	1 76	..	19 20	115·2
Cassia lignea	..	..	..	0 94	..	..	..	0 94	3·2
„ twigs	..	..	..	0 10	..	..	..	0 10	0·3
„ buds	..	..	..	..	..	31 50	..	31 50	78·7
Chalk	..	1 0	..	15 55	..	83 0	..	99 55	49·7
Charcoal	..	..	..	..	..	200 0	..	200 0	360·0
Chestnuts, water	..	246 90	..	573 85	..	1,084 9	..	1,904 84	5,712·5
China root	..	289 44	..	163 85	..	179 45	..	632 74	3,163·7
„ ware, fine	..	55 82	..	2 40	..	24 90	..	83 12	1,329·9
„ „ coarse	..	42 78	..	3 0	..	5 80	..	51 58	464·2
Chop-sticks	..	0 60	..	..	..	..	..	0 60	3·6
Chow-chow	..	6 0	..	..	..	..	..	6 0	60·0
Chunam	..	..	..	64 0	..	170 0	..	234 0	117·0
Cigars, paper	24,000	..	..	..	..	..	24,000	..	3·6
Cinnamon	..	..	..	0 63	..	..	..	0 63	50 4
Citron	..	..	..	13 99	..	..	..	13 99	139·9
Clothing, cotton	..	10 3	..	8 81	..	..	..	19 64	785·6
silk	..	1 70	..	2 10	..	1 23	..	5 3	352·1

Cloves	..	..	..	..	..	..	..	5	97	..	..	0	80	..	..	6	77	..	54·1
Coal, native	..	..	..	134	40	..	..	564	10	..	..	..		..	698	50	..	..	558·8
Collars, cloth	..	..	..	..		5,077	..			..	..	..		5,077	..			..	507·7
„ silk	..	..	430	..		20	..			..	..	..		450	..			..	90·0
„ velvet	..	..	10,542	..		10,070	..			..	..	..		20,552	..			..	3,078·3
„ woollen	..	..	..	..		3,070	..			..	..	..		3,070	..			..	460·5
Copper cash	..	strings	783,147	..		2,210,778	..			..	..	..		2,993,925	..			..	1,796,355·0
„ ore	..	..	..	6	96	..	310	0		..	67	94		..	384	90		..	7,698·0
„ sheathing and nails, old		..	..	1,613	85	..	1,145	12		..	1,384	3		..	4,143	0		..	49,716·0
„ ware	..	..	..	115	96	..	0	58		..	23	0		..	139	54		..	5,581·6
„ wire	..	..	..	2	50	..	..			..	9	0		..	11	50		..	402·5
Coral	..	..	..	0	25	..	..			..	..			..	0	25		..	100·0
Cottons, native	..	..	..	..		..	..			200	..			200	..			..	53·0
Cotton rags	..	..	..	825	56	..	312	44		..	1,196	96		..	2,334	96		..	11,674·8
„ raw	..	..	..	413,389	41	..	62,977	58		..	77,692	7		..	554,059	6		..	11,081,181·2
„ „ inferior	..	..	..	55	0	..	..			..	118	0		..	173	0		..	2,076·0
„ seed	..	..	..	2,876	0	..	446	80		..	2,340	15		..	5,662	95		..	33,977·7
„ sleeves	..	..	..	..		..	530	0		..	..			..	530	0		..	5·3
„ thread	..	..	..	0	88	..	2	97		..	..			..	3	85		..	138·6
„ twine	..	..	..	1	50	..	2	0		..	0	88		..	4	38		..	166·4
„ wadding	..	..	..	11	80	..	10	8		..	24	15		..	45	73		..	1,463·3
„ yarn	..	..	..	0	24	..	0	89		..	2	84		..	3	97		..	142·9
Crape, native	..	..	..	35	47½	..	2	90		..	..			..	38	37½		..	30,700·0
Crocodile scales	..	..	..	..		..	7	3		..	..			..	7	3		..	10·5
Croton seeds	..	..	..	25	0	..	35	36		..	3	40		..	63	76		..	318·8
Curios	..	..	140	..		7	..			17	..			164	..			..	7,824·9
Cutch	..	..	..	1	11	..	4	25		..	..			..	5	36		..	37·5
Dates, black	..	..	..	1,461	85	..	1,176	4		..	581	67		..	3,219	56		..	3,863·4
„ preserved	..	..	..	0	20	..	0	76		..	48	82		..	49	78		..	199·1
„ red	..	..	..	1,694	94	..	1,424	67		..	640	46		..	3,760	7		..	5,640·1
„ white	..	..	..	..		..	28	0		..	..			..	28	0		..	22·4
Dye stuff	..	..	..	5	25	..	21	50		..	27	90		..	54	65		..	163·9
Earthenware, fine	..	..	..	14	77	..	..			..	7	96		..	22	73		..	34·0
„ coarse	..	..	..	30	30	..	3	50		..	597	70		..	631	50		..	568·3
Eggs, preserved	..	..	38,500	..		29,630	..			28,145	..			96,275	..			..	288·8
Embroidery	..	..	..	7	71½	..	0	32		..	..			..	8	3½		..	964·2
Fans, gauze	..	..	88	..		..	..			..	..			88	..			..	35·2
„ palm leaf	..	..	5,020	..		27,857	..			13,800	..			46,677	..			..	746·8
„ paper	..	..	97,938	..		208,962	..			2,852	..			309,752	..			..	8,053·5
„ silk	..	..	924	..		4,150	..			..	..			5,074	..			..	2,537·0
„ handles	..	..	..	2	20	..	1	17		..	..			..	3	37		..	101·1
Felt, native	..	..	60	..		..	..			..	..			60	..			..	35·0
Fish bones	..	..	..	2	67	..	1	11		..	0	87		..	4	65		..	23·2
„ cuttle	..	..	..	267	5	..	718	24		..	..			..	985	29		..	7,882·3

Description of Goods.	In 869 British Vessels.		In 509 American Vessels.		In 329 Sundry Vessels.		Total in 1,707 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Fish, dried	..	20 9	..	75 9	..	..	..	95 18	571·0
„ lines	..	5 60	..	0 3	..	40 0	..	45 63	5,475·6
„ maws	..	13 91	..	42 3	..	0 42	..	56 36	1,014·4
„ roe	..	1 90	..	..	..	..	..	1 99	9·5
„ salt	..	1,390 18	..	2,516 74	..	221 11	..	4,128 3	12,384·0
„ shell	..	281 72	..	673 22	..	519 64	..	1,574 58	31,491·6
„ skins	..	144 20	..	173 78	..	65 80	..	383 78	767·5
Fire crackers	..	87 62	..	82 12	..	1 0	..	170 74	2,731·8
Flannels, native	8	..	..	..	..	..	8	..	12·0
Flints	..	10 0	..	..	..	852 0	..	862 0	358·6
Flour, native	..	2 0	..	19 13	..	..	..	21 13	73·9
Flowers, camomile	..	2 50	..	..	..	..	..	2 50	37·5
„ dried	..	43 34	..	104 86	..	..	..	148 20	889·2
„ seeds	..	3 0	..	87 41	..	..	..	90 41	632·8
Frames, Ningpo .. packages	1	..	..	..	..	..	1	..	75·0
Fruits, fresh	..	16 80	..	230 47	..	162 70	..	409 97	819·9
„ dried	..	47 11	..	1 70	..	72 60	..	121 41	364·2
Fungus	..	118 6	..	92 48	..	496 97	..	707 51	8,490·1
Galangal	..	62 25	..	31 35	..	283 61	..	377 21	339·4
Garlic	..	..	..	..	..	469 40	..	469 40	3,755·2
Gauze	..	13 73	..	2 85	..	..	..	16 58	3,647·6
Ginger, dried	..	2 18	..	3 10	..	51 2	..	56 30	112·6
„ fresh	..	..	..	1 40	..	77 0	..	78 40	78·4
Ginseng, Corean, 1st quality ..	..	0 44	..	4 23	..	..	..	4 67	11,675·0
„ 2nd „ ..	..	..	..	0 10	..	..	..	0 10	150·0
Glass ware	..	24 74	..	57 44	..	78 20	..	160 38	1,924·5
Glue	..	16 42	..	69 53	..	5 75	..	91 70	1,283·8
Gold thread, imitation	..	7 10½	..	1 51	..	10 68	..	19 29½	5,595·5
Gram	..	..	..	..	..	7 50	..	7 50	22·5
Grass cloth, fine	..	..	..	5 50	..	..	..	5 50	2,200·0
„ „ coarse	..	99 59	..	505 84	..	32 89	..	638 32	153,196·8
„ seeds	..	..	..	73 64	..	39 0	..	112 64	101·3
Ground nuts	..	127 45	..	8 0	..	45 0	..	180 45	541·3
Gum, olibanum	..	60 64	..	22 2	..	..	..	82 66	4,959·6
„ resin	..	1 70	..	..	..	29 60	..	31 30	1,252·0
Gypsum	..	559 41	..	241 0	..	468 0	..	1,268 41	634·2
Hair, camels	..	7 46	..	..	..	..	..	7 46	52·2
„ goats	..	242 50	..	624 71	..	148 96	..	1,016 17	4,572·7
„ horse	..	..	..	1 20	..	..	..	1 20	3·6

„ rabbits	..	..	..	..	1	60	..	..	..	..	1	54	..	3	14	78·5
Hams	..	..	..	..	310	53	..	290	19	..	783	63	..	1,384	35	30,455·7
Hartall	..	..	..	..	84	96	..	20	89	..	78	72	..	184	57	1,107·4
Hemp	..	..	..	..	85	1	..	96	55	..	77	0	..	258	56	1,809·9
„ cloth	..	..	2,409	..			11,368	..		1,292	..		15,069	..		4,520·7
„ twine	..	..	..	..			..	..		..	5	60	..	5	60	22·4
Hides, rhinoceros	..	..	..	..			..	1	96	..	..		..	1	96	68·6
Honey	..	..	..	..			..	22	62	..	..		..	22	62	497·6
Hones, razor	..	..	..	..	35	0	..	..		..	..		..	35	0	1,750·0
Hoofs	..	..	..	..			..	..		..	70	0	..	70	0	70·0
Hops	..	..	..	..			..	4	70	..	29	50	..	34	20	171·0
Horns, buffalo and cows		..	..	..	35	40	..	8	25	..	60	20	..	103	85	93·4
„ chamois	..	..	..	..	6	32	..	2	21½	..	1	52	..	10	5½	251·3
„ deers, young	..	pairs	19	..			..	..		16	..		35	..		1,225·0
„ „ old	..	..	..	..	15	36	..	44	29	..	0	45	..	60	10	1,322·2
„ ware	..	..	..	..	0	20	..	0	87	..	2	57½	..	3	64½	72·9
Indigo, dried	..	..	..	..	8	58	..	12	52	..	6	40	..	27	50	715·0
„ liquid	..	..	..	..			..	127	40	..	27	80	..	155	20	1,862·4
Ink, indian	..	..	..	..	11	12	..	..		..	4	13	..	15	25	1,830·0
„ stones	..	..	..	..			535	..		660	..		1,195	..		597·5
Iron, manufactured	..	..	..	..	6	11	..	26	0	..	228	50	..	260	61	7,818·3
„ ware	..	..	..	..	67	89	..	19	80	..	9	52	..	97	21	3,402·3
„ wire	..	..	..	..	11	88	..	1	86	..	8	70	..	22	44	628·3
Isinglass	..	..	..	..	157	17	..	111	94	..	266	76	..	536	67	4,293·3
Ivory ware	..	..	..	..	0	22½	..	0	3	..	..		..	0	25½	28·0
Jade stone	..	..	..	..	3	85	..	..		..	..		..	3	85	462·0
„ ware		..	..	..	0	19	..	..		..	..		..	0	19	38·0
Joss sticks	..	..	..	..	0	70	..	..		..	..		..	0	70	2·8
„ powder		..	..	..	0	39	..	0	40	..	..		..	0	79	1·5
„ ornaments	..	pairs	50	..			..	..		..	..		50	..		2·5
Kingfishers' feathers	..	..	8,624	..			..	..		..	..		8,624	..		2·156·0
Kittysols	..	..	882	..			60	..		1,500	..		2,442	..		448·4
Lamps	..	..	..	..	0	23	..	..		..	..		..	0	23	6·9
Lamp wicks	..	..	..	..	2	0	..	..		..	109	24	..	111	24	2,669·7
Lacquer	..	..	..	..	15	52	..	22	46	..	13	71	..	51	69	827·0
Lacquered ware		..	..	..	24	52	..	15	74	..	2	20	..	42	46	1,019·0
Lard	..	..	..	..	242	26	..	885	40	..	390	84	..	1,518	50	10,629·5
Lead, pig	..	..	..	..	1,826	43	..	569	67	..	1,258	50	..	3,654	60	219·2
„ sheet	..	..	..	..	28	50	..	..		..	91	0	..	119	50	1,434·0
„ white		..	..	..	70	15	..	55	40	..	217	90	..	343	45	2,404·1
„ tea	..	..	..	..	2,005	11	..	264	70	..	315	47	..	2,585	28	23,267·5
„ ware	..	..	..	..	0	45	..	..		..	..		..	0	45	8·1
Leather	..	..	..	..	23	46	..	26	50	..	61	20	..	111	16	333·4

Description of Goods.	In 869 British Vessels.		In 509 American Vessels.		In 329 Sundry Vessels.		Total in 1,707 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Leather ware	..	3 12	..	1 46	..	12 54	..	17 12	68·4
Lily flowers, dried	..	361 50	..	537 80	..	795 51	..	1,697 81	10,186·8
„ seed	..	65 60	..	43 65	..	89 81	..	199 6	2,985·9
Lichees, dried	..	83 10	..	31 99	..	15 0	..	130 9	845·5
Liquorice	..	881 53	..	601 3	..	1,075 85	..	2,558 41	19,188 0
Lime	..	1,031 26	..	1,086 70	..	1,025 20	..	3,143 16	1,257·2
Linseed	..	..	..	3 99	..	..	..	3 99	32·1
Lucraban seeds	..	18 20	..	29 43	..	..	..	47 63	238·1
Lungngans, dried	..	187 84	..	119 5	..	25 20	..	332 9	2,158·5
„ pulp	..	65 57	..	42 55	..	104 66	..	212 78	1,702·2
Maize or Indian corn	..	13,379 0	..	1,862 0	..	946 0	..	16,187 0	29,136·6
Mangrove bark	..	102 87	..	67 20	..	308 80	..	478 87	1,197·1
Manure cake	..	1,522 0	..	499 0	..	4,253 30	..	6,274 30	1,882·2
Mats, straw..	8	..	..	..	..	..	8	..	0·3
„ tea and silk	24,200	..	15,000	..	3,000	..	42,200	..	4,220·0
Matting .. .. rolls	5,000	..	..	..	..	..	5,000	..	15,000·0
Medicine	..	4,318 33	..	5,025 84	..	3,404 62	..	12,748 79	127,487·9
Melon seeds	..	119 50	..	417 60	..	468 44	..	1,005 54	3,519·3
Metal, native	..	1,879 48	..	119 40	..	2,417 40	..	4,416 28	17,665·1
Mirrors	..	..	..	1 30	..	..	..	1 30	80·0
Millet	..	5,570 0	..	2,160 0	..	1,480 0	..	9,210 0	13,815·0
Moss	..	6 18	..	..	..	..	..	6 18	12·3
Mother-o'-pearl shells	..	1 22	..	2 42	..	..	..	3 64	29·1
Mushrooms..	..	34 61	..	10 86	..	5 70	..	51 17	1,279·2
Musk	..	0 32	..	..	..	0 13	..	0 45	180·0
Muslin, native	..	..	..	1 16	..	..	..	1 16	34·8
Myrrh	..	..	..	..	..	0 80	..	0 80	5·6
Nankeens	..	22,316 13	..	18,613 12	..	13,036 42	..	53,965 67	1,618,970·1
Nutgalls	..	36 0	..	26 75	..	..	..	62 75	439·2
Nutmegs	..	34 16	..	1 60	..	..	..	35 76	3,218·4
Nuts, pine	..	..	..	6 42	..	..	..	6 42	19·2
„ white..	..	..	..	17 0	..	18 88	..	35 88	179·4
Oakum	..	74 0	..	..	..	..	..	74 0	296·0
Oils, vegetable and wood	..	1,154 51	..	731 22	..	250 74	..	2,136 47	16,023·5
„ castor..	..	21 60	..	96 80	..	..	..	118 40	355·2
„ peppermint	..	0 95	..	..	..	0 40	..	1 35	1,900·0
Olives, fresh	..	60 50	..	173 76	..	65 80	..	300 6	1,200·2
„ salt..	..	37 10	..	2 64	..	..	..	39 74	99·3
		2 0	..	..	..	..	..	2 0	14·0

Opium, native	..	..	..		12	..		..	..		..	..		3	12	1,176·0
„ husks	..	..	..		3 5	..		..	..		8 79	..		11	84	710·4
Oranges, preserved	..	..	..	..		..		28 50	..		5 70	..		34	20	205·2
Ore, refuse ..	..	..	..		1 0	..		31 64	..		10 0	..		42	64	938·0
Oyster shells	..	..	..		15 8	..		0 20	..		3 25	..		18	53	92·6
Palampore ..	..	..	..	..		..		..	1,440	..		1,440		..		4,320·0
Paints, black	..	..	..		11 98	..		..	..	..		..		11	98	95·8
„ blue	..	..	..		21 86	..		6 46	..		7 95	..		36	27	362·7
„ gold	..	..	..		2 50½	..		0 34½	..		0 85	..		3	70	55·5
„ green	..	..	..		2 7	..		1 96	..		0 3	..		4	6	44·6
„ red ..	..	..	..	..		..		147 0	..		69 30	..		216	30	1,946·7
„ white	..	..	..	..		..		5 20	..	..		..		5	20	67·6
„ cups	..	..	100	..		..		..	..	..		100		..		50·0
Paper, 1st quality	..	..	..		410 64	..		107 76½	..		67 24	..		585	64½	9,370·3
„ 2nd quality	..	..	..		365 80	..		161 81	..		25 30	..		552	91	2,211·6
„ oiled..	..	..	..		3 90	..		5 22	..		4 88	..		14	0	168·0
„ wall ..	..	rolls	780	..		..		..	..	..		780		..		180·0
„ ware..	..	boxes	60	..		637		..	70	..		767		..		15·3
Peach kernels	..	..	..	..		..		3 30	..	..		..		3	30	26·4
Peas ..	..	..	..	4,110	52	..		3,108 83	..	6,131	78	..		13,351	13	26,702·2
Peel, orange	..	..	..		8 51	..		2 79	..		3 5	..		14	35	114·8
„ pumelo	..	..	..		1 5	..		0 3	..		1 10	..		2	18	10·9
Pens, native	..	..	76,240	..		90,280		..	2,300	..		168,820		..		3,376·4
Pencils, native	..	..	2,450	..		..		..	..	..		2,450		..		124·0
Peppermint leaf	..	..	..		24 55	..		59 22	..		68 86	..		152	63	457·8
Pepper, black	..	..	..		26 0	..		0 48	..		0 97	..		27	45	178·4
„ long	..	..	..	..		..		..	..		11 25	..		11	25	33·7
„ red..	..	..	..		4 91	..		14 67	..		23 45	..		43	3	645·4
„ white	..	..	..		10 89	..		3 30	..		4 20	..		18	39	165·5
Pewter ware	..	..	..		8 40	..		..	..		1 25	..		9	65	212·3
Plaisters ..	..	..	..	..		300		..	..	..		300		..		15·0
Porcelain ware	..	..	..	..		..		0 40	..	..		..		0	40	25·0
Pork, salted	..	..	..	520	0	..		593 82	..	905	16	..		2,018	98	10,094·9
Potash ..	..	..	..	212	70	..		247 18	..	118	42	..		578	30	1,040·9
Potatoe flour	..	..	..	..		..		17 22	..	52	80	..		70	2	56·0
Pouches, leather	..	..	..	..		183		..	..	..		183		..		3 6
Prawns, dried	..	..	..	193	94	..		99 78	..	58	58	..		352	30	2,818·4
Preserves, sweetmeats	..	..	..	28	26	..		245 92	..	39	30	..		313	48	3,761·7
Pumice stone	..	..	..	..		..		..	..	40	95	..		40	95	205·0
Putchuck ..	..	..	..	52	90	..		49 78	..	8	20	..		110	88	277·2
Putch leaf ..	..	..	..	..		..		0 30	..	0	87	..		1	17	1·1
Raisins ..	..	..	..	14	75	..		0 96	..	10	40	..		26	11	208·8
Rattans ..	..	..	..	10	0	..		81 0	..	..		..		91	0	227·5
„ split	..	..	..	5	0	..		45 0	..	..		..		50	0	175·0

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	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Rattans, ware	..	0 65	..	2 10	..	6 30	..	9 5	135·7
Rosin	..	2 60	..	..	..	..	..	2 60	20·8
Rhubarb	..	172 4	..	12 20	..	7 64	..	192 58	9,397·9
Rice	..	57,977 96	..	25,413 60	..	11,407 0	..	94,798 56	255,956·1
Rope	..	14 50	..	..	..	..	..	14 50	29·0
Rouge	..	3 64	..	15 82	..	0 56	..	20 2	240·2
Saffron	..	..	..	1 40	..	1 0	..	2 40	2,160·0
Safflower	..	156 56	..	11 53	..	4 54	..	172 63	11,186·4
Sago	..	..	..	4 40	..	35 0	..	39 40	157·6
Saltpetre	..	50 0	..	..	..	..	..	50 0	350·0
Samshoo	..	42 0	..	70 11	..	90 50	..	202 61	1,114·3
Satin	..	29 2	..	17 51	..	1 25	..	47 78	28,668·0
Scale yards	..	..	..	..	1,000	..	1,000	..	800·0
Seaweed	..	832 71	..	8,948 96	..	253 19	..	10,034 86	30,104·5
Senna	..	162 13	..	36 58	..	..	..	198 71	1,390·9
„ seeds	..	187 50	..	59 30	..	322 63	..	569 43	2,847·1
Sesamum seeds	..	484 50	..	360 70	..	158 30	..	1,003 50	2,007·0
Shoes, leather	100	..	..	..	..	..	100	..	80·0
„ nail	50	..	..	..	..	..	50	..	30·0
„ silk	193	..	252	..	79	..	524	..	366·8
„ straw	18,849	..	4,930	..	48,336	..	72,115	..	4,326·9
Sharks' fins, black	..	1 42	..	1 80	..	1 0	..	4 22	75·9
„ white	..	3 5	..	7 47	..	..	..	10 52	420·8
Shrimp husks	..	53 61	..	2 40	..	16 32	..	72 33	28·9
„ sauce	..	..	..	5 80	..	..	..	5 80	40·6
Silk buttons	8,635	..	10,418	..	..	..	19,053	..	228·6
„ caps	11,696	..	800	..	2,267	..	14,763	..	2,952·6
„ coarse	..	16 19	..	1 75	..	0 83	..	18 77	3,378·6
„ cocoons	..	226 60	..	..	..	75 80	..	302 40	24,192·0
„ piece goods, fine	..	1,136 71	..	959 95	..	170 83	..	2,267 49	861,746·2
„ coarse	..	5 58	..	6 8	..	..	..	11 66	1,632·4
„ raw	..	19,804 11	..	214 68	..	1,787 90½	..	21,806 69	7,632,341·5
„ „ wild	..	10 11	..	..	..	..	..	10 11	1,213·2
„ ribbons	..	0 83	..	1 1½	..	..	..	1 84½	442·8
„ reeled	..	6 0	..	..	..	..	..	6 0	840·0
„ refuse	..	1,564 11	..	4 66	..	..	..	1,568 77	188,252·4
„ tassels	..	7 24	..	0 16	..	2 5	..	9 45	2,268·0
„ thread	..	18 66	..	1 99	..	9 41	..	30 6	9,619·2
„ thrown	..	204 39	..	14 95	..	..	..	219 34	70,188·8

„ wadding	..	..	..	10	69	..	25	61	..	3	36	..	39	66	4,759·2
„ waste, cocoons	..	..	..	10	90	..	..		..	..		..	10	90	195·0
„ worms' eggs	..	..	..	0	70	..	..		..	4	50	..	5	20	1,719·0
„ and cotton mixtures		..	..	11	70½	..	38	78	..	89	89	..	140	37½	12,633·7
Sinews, buffalo and cow		..	..	..		..	50	7	..	31	29	..	81	36	1,464·4
Skins, squirrel	..	..	..	..		197	..		..	..		197	..		78·8
„ deer ..	..	..	1,907	..		..	..		..	..		1,907	..		572·1
„ land otters	..	..	80	..		..	..		..	..		80	..		240·0
„ wolf ..	..	..	8,000	..		..	..		..	..		8,000	..		16,000·0
„ cats ..	..	..	1,780	..		..	..		19	..		1,799	..		539·7
„ asses..	..	..	69	..		..	..		100	..		169	..		33·8
„ elephants	..	..	..	..		..	..		72	..		72	..		360·0
„ goats..	..	..	4,000	..		..	..		..	..		4,000	..		140·0
„ sheep	..	..	..	..		6	..		1,050	..		1,056	..		211·2
„ rabbits	..	..	73,166	..		8,200	..		1,000	..		82,366	..		7,412·9
Smalts ..	..	..	..	3	90	..	..		..	0	51	..	4	41	105·8
Soap, native	..	..	..	20	88	..	80	29	..	31	50	..	132	67	398·0
Soda ..	..	..	..	..		.	15	0	..	..		..	15	0	30·0
Solder ..	..	..	..	8	0	..	..		..	..		..	8	0	40·0
Soot ..	..	..	..	3	0	..	..		..	..		..	3	0	6·0
Spectacles, native	..	pairs	33	..		7,871	..		..	..		7,904	..		1,580·8
„ „ cases ..		..	165	..		1,376	..		..	..		1,541	..		4,473·0
Spelter ..	..	..	..	..		..	170	0	..	..		..	170	0	850·0
Steel, native	..	..	..	17	25	..	..		..	56	0	..	73	25	329·6
Sticklac ..	..	..	..	258	23	..	274	71	..	192	24	..	725	18	4,351·0
Stockings, native	..	pairs	200	..		233	..		..	..		433	..		779·4
Stones ..	..	slabs	17	..		50	..		1,023	..		1,090	..		218·0
Straw braid	..	..	..	31	30	..	135	83	..	47	73	..	214	86	1,504·0
„ hats ..	..	..	2,250	..		4,590	..		..	..		6,840	..		1,368·0
Sugar, brown	..	..	..	515	84	..	8,550	70	..	96	13	..	9,162	67	41,232·0
„ candy	..	..	..	..		..	6	47	..	..		..	6	47	64·7
„ white	..	..	..	87	34	..	517	14	..	12	80	..	617	28	4,753·0
Tallow, animal	..	..	..	38	40	..	24	0	..	178	20	..	240	60	1,443·6
„ vegetable	..	..	..	..		..	43	0	..	87	0	..	130	0	1,430·0
Timber, spars, soft wood		..	22	..		..	..		..	..		22	..		88·0
„ beams	..	..	71	..		..	..		14	..		85	..		255·0
„ planks, soft wood		sq. feet	20,700	..		156	..		8,985	..		29,841	..		5,966·2
„ „ hard wood		..	..	..		1,818	..		..	..		1,818	..		7,272·0
Tea, black ..	..	..	..	326,971	53	..	166	56	..	6,554	73	..	333,692	82	8,008,627·6
„ green ..	..	..	..	114,787	87	..	15,014	96	..	30,232	73	..	160,035	56	4,801,066·8
„ brick ..	..	..	..	20,799	52	..	..		..	2,040	8	..	22,839	60	182,716·8
Tin ..	..	..	..	533	90	..	412	87	..	7	10	..	953	87	25,754·4
„ foil ..	..	..	..	50	0	..	273	75	..	..		..	323	75	10,360·0
„ „ ashes	..	..	..	183	80	..	14	0	..	68	25	..	266	5	4,788·9

Description of Goods.	In 869 British Vessels.		In 509 American Vessels.		In 329 Sundry Vessels.		Total in 1,707 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Tin ware	..	1 0	..	6 43	..	2 20	..	9 63	231·1
Tinder	..	12 0	..	16 0	..	..	..	28 0	168·0
Tobacco, leaf	..	38 0	..	15 0	..	23 0	..	76 0	456·0
„ prepared	..	37 44	..	96 22	..	51 68	..	185 34	2,224·0
„ stems	..	1 80	..	..	..	..	..	1 80	39·6
Towels	..	354 21	..	165 12	..	84 39	..	603 72	1,811·1
Tortoiseshell, land	..	63 14	..	42 93	..	49 4	..	155 11	620·4
„ ware	..	..	..	0 5	..	..	..	0 5	15·0
Turmeric	..	5 70	..	19 90	..	9 83	..	35 43	106·2
Twine, hemp	..	1 0	..	..	..	4 60	..	5 60	57·5
Umbrellas, cotton	312	..	..	..	1,560	..	1,872	..	374·4
Varnish	..	71 69	..	..	..	1 38	..	73 7	1,022·9
Vegetables, dried	..	12 28	..	22 22	..	35 26	..	69 76	139·5
„ fresh	..	..	..	..	..	200 0	..	200 0	100·0
„ salt	..	27 94	..	41 24	..	18 6	..	87 24	523·4
Velvets, native	97	..	..	..	..	..	97	..	582·0
Vermicelli	..	1,110 50	..	902 0	..	3,629 40	..	5,641 90	14,104·7
Vermilion	..	27 20	..	100 97	..	1 28	..	129 45	3,624·6
Walnuts	..	256 29	..	216 74	..	149 68	..	622 71	1,868·1
Wax, bees	..	44 50	..	7 60	..	..	..	52 10	937·8
„ white	..	144 65	..	..	..	..	..	144 65	5,352·0
Wheat	..	15,773 0	..	21,835 0	..	17,779 0	..	55,387 0	166,161·0
Whetstone	..	35 0	..	..	..	..	..	35 0	420·0
Weights, old	..	..	..	67 0	..	..	..	67 0	1,474·0
Wood, red	..	..	..	10 45	..	..	..	10 45	62·7
„ laka..	..	0 95	..	0 61	..	..	..	1 56	4·3
„ sandal	..	0 40	..	..	..	2 80	..	3 20	14·4
„ ebony	..	14 62	..	..	..	..	..	14 62	51·1
„ fragrant	..	..	..	..	..	0 48	..	0 48	6·7
„ Camagon	..	..	..	60 0	..	..	..	60 0	300.0
„ Sapan	..	..	..	241 48	..	292 0	..	533 48	1,333·7
„ ware	..	13 34	..	13 30	..	12 10	..	38 74	658·5
Wool	..	1,748 6	..	1,013 78	..	143 13	..	2,904 97	20,334·7
Woollen manufactures, native ..	..	45 0	..	1 52	..	..	..	46 52	1,116·4
									*38,485,465·3

At 6*s.* 4¼*d.*, the average rate of Exchange at 6 months' sight, equal to £12,227,153 0*s.* 9*d.*

* This amount includes the value of the Export Trade to all foreign ports, Japan, and Chinese Treaty ports.

3.—Return of the Re-Export Trade at the Port of Shanghae, for the Year ended December 31, 1863.

Description of Goods.	In 1,276 British Vessels. Aggregate Tonnage, 471,668.		In 544 American Vessels.† Aggregate Tonnage, 191,904.		In 447 Sundry Vessels.‡ Aggregate Tonnage, 87,941.		Total in 2,267 Vessels.§ Aggregate Tonnage, 751,513.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Grey shirtings	481,392	..	220,459	..	47,865	..	749,716	..	2,249,148·0
White „	83,577	..	39,314	..	6,240	..	129,131	..	477,847·7
Dyed „	3,449	..	750	..	850	..	5,049	..	17,671·5
T-cloths, grey	99,826	..	77,048	..	9,060	..	185,934	..	427,648·2
Domestics	18,955	..	680	..	1,500	..	21,135	..	105,675·0
Drills, grey..	530	..	260	..	625	..	1,415	..	7,244·8
„ dyed..	..	..	..	..	450	..	450	..	2,340·0
Twills, grey..	..	..	900	..	..	..	900	..	3,150·0
Figured shirtings, white ..	22,367	..	7,549	..	3,250	..	33,166	..	94,523·1
dyed.. ..	15,520	..	6,470	..	4,900	..	26,890	..	94,115·0
„ ..	15,944	..	3,156	..	500	..	19,600	..	56,056·0
Brocades, white	11,207	..	24,389	..	2,150	..	37,746	..	160,043·4
„ dyed	2,304	..	150	..	891	..	3,345	..	22,244·3
Damasks	7,226	..	22,756	..	810	..	30,792	..	123,168·0
„ dyed	820	..	..	..	..	..	820	..	5,330·0
„ woollen	18,410	..	150	..	100	..	18,660	..	6,531·0
Turkey red cloth	1,300	..	1,650	..	150	..	3,100	..	9,300·0
„ chintz	44,310	..	10,599	..	2,447	..	57,356	..	144,537·2
Chintz or furnitures, ordinary ..	34,207	..	10,343	..	442	..	44,992	..	38,243·2
Handkerchiefs .. dozen	250	..	979	..	300	..	1,529	..	3,363·8
Dimities	4,000	..	1,605	..	100	..	5,705	..	14,262·5
Cambrics	..	..	600	..	..	..	600	..	810·0
Lawns	2,606	..	..	..	..	..	2,606	..	3,518·1
Muslins	8,160	..	..	..	1,390	..	9,550	..	28,650·0
Ginghams	287	..	..	..	250	..	537	..	2,953·5
Linen, Irish	13,429	..	7,151	..	396	..	20,976	..	188,784·0
Velvets	6,571	..	6,305	..	668	..	13,544	..	115,124·0
Velveteens	880	..	379	..	..	..	1,259	..	10,072·0
Fustians	..	78 0	..	0 75	..	..	..	78 75	2,047·5
Cotton yarn	1,566	..	130	..	..	..	1,696	..	10,176·0
Canvass .. .. bolts	1,990	..	1,480	..	1,620	..	5,090	..	17,815·0
Cottonades	1,200	..	..	..	2,008	..	3,208	..	11,228·0
Cotton stripes									

* 309 Ningpo boats, 27,668 tons.
† 219 Ningpo boats, 15,089 tons.
‡ 182 Ningpo boats, 10,014 tons.
§ Total foreign-built vessels, 1,557, aggregate tonnage 527,771 tons.

Description of Goods.	In 1,276 British Vessels.		In 544 American Vessels.		In 447 Sundry Vessels.		Total in 2,267 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Cottons, printed	1,127	..	..	..	..	..	1,127	..	3,381·0
„ dyed, unclassified ..	13,385	..	100	..	400	..	13,885	..	52,068·7
Duck, cotton	100	..	720	..	..	..	820	..	1,640·0
Drills, American	18,640	..	49,050	..	8,340	..	76,030	..	390,273·6
Sheetings „	..	..	50	..	..	..	50	..	210·0
Jeans „	1,460	..	2,440	..	380	..	4,280	..	19,088·8
Blankets .. .. pairs	3,765	..	1,397	..	..	..	5,162	..	15,486·0
Broad cloth..	955	..	1,146	..	42	..	2,153	..	161,475·0
Medium „	201	..	560	..	56	..	817	..	36,765·0
Woollen „	1	..	..	..	..	..	1	..	45·0
Pilot „	1	..	..	..	..	..	1	..	30·0
Russian „	..	..	1,581	..	..	..	1,581	..	42,687·0
Habit „	120	..	1,737	..	..	..	1,857	..	72,423·0
Fur „	44	..	6	..	..	..	50	..	1,750·0
Spanish stripes	11,539	..	19,563	..	548	..	31,650	..	564,003·0
Long ells	31,678	..	71,516	..	448	..	103,642	..	725,494·0
Flannels	35	..	42	..	..	..	77	..	1,848·0
Camlets	60,702	..	16,766	..	1,820	..	79,288	..	1,308,252·0
„ Dutch	30	..	..	..	..	..	30	..	525·0
„ imitation	320	..	..	..	100	..	420	..	4,410·0
Lastings	3,750	..	5,847	..	350	..	9,947	..	138,263·3
„ imitation	455	..	50	..	..	..	505	..	6,312·5
„ crape	906	..	760	..	210	..	1,876	..	24,388·0
„ brocade	190	..	..	..	..	..	190	..	1,900·0
Martinique	..	..	136	..	..	..	136	..	952·0
Bombazettes	120	..	550	..	150	..	820	..	4,510·0
Alpaca	..	..	60	..	..	..	60	..	270·0
Orleans, plain	710	..	310	..	1,650	..	2,670	..	13,350·0
„ figured	600	..	200	..	180	..	980	..	5,880·0
Lustres, plain	4,749	..	590	..	640	..	5,979	..	31,389·8
„ figured	1,743	..	6,297	..	864	..	8,904	..	53,424·0
Woollen and cotton mixtures ..	1,309	..	30	..	768	..	2,107	..	21,070·0
Felt, cuttings	100	..	..	..	270	..	370	..	1,110·0
Satins	129	..	..	..	..	..	129	..	2,838·0
Satinets	40	..	..	..	..	..	40	..	520·0
Grograms	100	..	..	..	..	..	100	..	1,600·0
Mohair	100	..	..	..	..	..	100	..	2,500·0
Serge	65	..	..	..	..	..	65	..	910·0
Tweeds, fancy	..	..	18	..	..	..	18	..	648·0

Cassimeres	..	..	..	..		165	..		..		..		100	..				4,000·0
Silk, poplins	100	..		..		..	..		..		..		20	..				100·0
Bunting	..	..		..		20	..		..		..							
Metals—																		
Iron, nail, rod, and bar ..	..	21,785	44	..		4,054	91	..		2,556	22	..		28,396	57			70,991·4
„ plate	..	6	17	..		150	0	..		..		..		156	17			390·4
„ wire	..	250	0	..		..		..		..		..		250	0			2,250·0
„ manufactured	..	..		..		355	0	..		..		..		355	0			887·5
Lead	..	35,956	71	..		14,317	71	..		10,453	1	..		60,727	43			364,364·6
„ sheet	..	81	97	..		3	0	..		22	15	..		107	12			857·0
Steel	..	833	0	..		..		..		745	80	..		1,578	80			13,814·5
Tin slabs	..	6,440	46	..		1,509	59	..		219	1	..		8,169	6			220,564·6
„ plates	..	3,386	17	..		1,346	50	..		259	2	..		5,091	69			42,515·6
Yellow metal, sheathing and nails ..		179	0	..		..		..		59	20	..		238	20			5,240·4
Copper	..	1,030	2	..		..		..		181	90	..		1,211	92			30,298·0
Quicksilver	..	279	62	..		875	1	..		..		..		1,154	63			63,504·7
Spelter	..	904	94	..		335	55	..		..		..		1,240	49			6,202·5
Quartz	..	50	0	..		..		..		..		..		50	0			400·0
Flints	..	2,400	0	..		840	0	..		2,314	0	..		5,554	0			3,387·8
Felt, sheathing	..	..		..		..		3,750		..		3,750		..				1,312·5
Umbrellas .. .. doz.	1,202	..		1,121		..		..		..		2,253		..				8,230·5
Window glass .. packages	2,983	..		2,748		..		2,400		..		8,131		..				73,179·0
Matches .. .. gross	2,895	..		1,937		..		1,033		..		5,865		..				8,797·5
Quinine	..	1	4½	..		..		..		0	9½	..		1	14			1,230·0
Belts, elastic .. doz.	1,000	..		264		..		..		..		1,264		..				3,792·0
Buttons, gilt .. gross	500	..		1,803		..		300		..		2,603		..				4,776·0
Needles	95,000	..		..		..		..		..		95,000		..				750·0
Clocks	1,528	..		96		..		..		..		1,724		..				6,088·0
Watches	503	..		192		..		120		..		815		..				8,344·0
Microscopes	70	..		..		..		..		..		70		..				817·0
Barometers	10	..		..		..		..		..		10		..				85·0
Umbrella-frames, steel	..	..		500		..		..		..		500		..				942·0
Telescopes and opera-glasses ..	543	..		100		..		..		..		643		..				2,593·0
Musical boxes	279	..		44		..		..		..		223		..				3,237·0
Stereoscopes .. doz.	2,820	..		31		..		..		..		2,851		..				23,740·0
Stereoscopic views or slides doz.	2,210	..		..		..		..		..		2,210		..				4,320·0
Turpentine .. .. gallons	40	..		..		..		..		..		40		..				160·0
Paint oil	..	6	30	..		..		..		4	88	..		11	18			300·0
Tar .. .. barrels	103	..		..		..		..		..		103		..				515·0
Anchors	8	135	6	1		13	75	..		..		9		148	81			1,339·3
Chain cables	..	106	90	..		..		..		..		..		106	90			1,069·0
Coal, foreign .. tons	10,880	..		4,600		..		998		..		16,478		..				148,302·0
„ patent fuel .. „	840	..		..		..		..		..		840		..				7,560·0
																		9,311,813·3

Description of Goods.	In 1,276 British Vessels.		In 544 American Vessels.		In 477 Sundry Vessels.		Total in 2,267 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Agar agar	..	..	..	49 25	..	21 30	..	70 55	282·2
Almonds	..	61 0	..	18 5	..	16 50	..	95 55	2,388·7
Alum, white	..	207 0	..	..	..	..	..	207 0	517·5
„ green	..	727 70	..	575 65	..	..	..	1,303 35	3,779·8
Aniseed, star	..	134 6	..	263 50	..	83 72	..	481 28	5,775·4
„ broken	..	..	..	224 15	..	..	..	224 15	1,793·2
Arsenic	..	95 24	..	49 0	..	83 96	..	228 20	684·6
Asafœtida	..	0 50	..	..	..	..	..	0 50	8·0
Artificial flowers	..	0 16	..	..	..	..	..	0 16	24·0
Bags, gunny	12,750	..	3,000	..	16,000	..	31,750	..	12,700·0
„ hemp	6,200	..	12,000	..	26,850	..	45,050	..	9,010·0
Bamboo ware	..	46 18	..	6 50	..	17 0	..	69 68	1,254·2
„ shoots, dried	..	349 65	..	41 50	..	28 60	..	419 75	1,888·9
„ „ fresh	..	212 60	..	..	..	..	..	212 60	637·8
„ canes	127,086	..	4,500	..	5,700	..	137,286	..	2,745·7
Beads, glass	..	0 32	..	..	..	..	..	0 32	4·5
Beans	..	..	..	9 50	..	..	..	9 50	19·0
Bean cakes	..	2,062 40	..	580 0	..	2,027 50	..	4,669 90	11,674·7
Betel nuts	..	937 69	..	1,317 0	..	151 0	..	2,405 69	7,217·0
„ husk	..	..	..	..	..	22 0	..	22 0	17·6
Bicho de mer, white	..	359 26	..	378 40	..	137 20	..	874 86	15,747·5
„ black	..	956 39	..	578 81	..	40 10	..	1,575 30	22,054·2
Birds' nests, 1st quality . ..	..	2 68	..	1 68	..	..	..	4 36	8,720·0
„ 2nd „ . ..	..	1 9	..	2 67	..	4 51	..	8 27	9,924·0
„ 3rd „ . ..	..	..	..	1 22	..	0 2	..	1 24	372·0
Bones, tigers'	..	2 0	..	..	..	..	..	2 0	40·0
Brass ware	..	41 40	..	47 71	..	0 87	..	89 98	3,419·2
„ old	..	178 25	..	20 0	..	..	..	198 25	4,361·5
„ wire	..	0 85	..	..	..	..	..	0 85	29·7
„ foil	..	..	..	..	..	1 39	..	1 39	62·5
„ lamps	..	7 63	..	..	..	..	..	7 63	244·2
„ buttons, figured	..	81 54	..	21 79	..	..	..	103 33	6,716·4
„ „ plain	..	8 48	..	2 35	..	14 45	..	25 28	1,011·2
Camphor, baroos, clean . ..	..	0 9	..	..	..	1 40	..	1 49	4,470·0
„ „ unclean	..	53 7	..	..	..	..	..	53 7	74,298·0
„ native	..	60 17	..	131 96	..	..	..	192 13	2,305·6
„ Japan	..	179 32	..	..	..	20 65	..	199 97	2,399·6
Capoor cutchery	..	..	..	35 39	..	16 10	..	51 49	206·0
Cardamoms, 1st quality or superior .	..	30 13	..	..	..	..	..	30 13	2,410·4

„ husk or inferior	..	..	..	148	66	..	..	22	70	..	..	112	67	..	..	284	3	5,403	4
Carpets and druggets, native	..	..	60	..		20	..			..	..	..		80	..			160	0
Cassia, bark .	..	..	..	30	0	..	..			..	..	37	85	..	..	67	85	339	2
„ buds or seeds	..	..	..	4	16	..	..			..	..	80	32	..	..	84	48	211	2
„ twigs .	..	..	..	..		..	..	27	32	..	..	..		..	..	27	32	82	0
Chalk ..	..	..	..	254	16	..	..	21	15	..	..	..		..	..	275	31	137	6
Carraway seeds	..	..	..	21	64	..	..	..		..	..	..		..	..	21	64	129	8
China root ..	..	..	..	747	89	..	..	223	78	..	..	509	0	..	..	1,480	67	7,403	3
„ ware, fine	..	..	..	2,100	26	..	..	588	07	..	..	1,447	88	..	..	4,136	21	66,179	4
„ „ coarse	..	..	..	6,058	7	..	..	1,858	13	..	..	1,951	78	..	..	9,867	98	88,811	8
Chop sticks ..	..	..	..	149	80	..	..	..		..	..	..		..	..	149	80	898	8
Chow chow	..	..	..	140	20	..	..	20	40	..	..	..		..	..	160	60	1,606	0
Chunam ..	..	..	..	..		..	..	2,400	0	..	..	1,900	0	..	..	4,300	0	2,150	0
Cinnabar ..	..	..	..	..		..	..	..		..	..	1	26	..	..	1	26	44	1
Cinnamon ..	..	..	..	1	23	..	..	..		..	..	..		..	..	1	23	98	4
Citron ..	..	..	..	3	98	..	..	..		..	..	..		..	..	3	98	39	8
Cloves ..	..	..	..	877	59	..	..	507	30	..	..	251	0	..	..	1,635	89	13,087	1
Copper, Japan	..	..	..	2,009	15	..	..	1,000	0	..	..	0	93	..	..	3,010	8	52,375	4
„ plate	..	..	..	..		..	..	..		..	..	782	84	..	..	782	84	18,788	2
„ ore	..	..	..	7	40	..	..	594	40	..	..	935	92	..	..	1,537	72	30,754	4
„ wire	..	..	..	213	43	..	..	..		..	..	..		..	..	213	43	7,470	0
„ ware	..	..	..	..		..	..	45	0	..	..	..		..	..	45	0	1,800	0
„ cash	..	strings	6,570	..		..	..	..		..	..	..		..	6,570	..		4,599	0
„ old	..	..	..	150	30	..	..	..		..	..	115	12	..	..	265	42	3,185	0
Copperas ..	..	..	..	2	93	..	..	32	76	..	..	..		..	..	35	69	103	5
Cotton, raw	..	..	..	1,535	20	..	..	..		..	..	..		..	..	1,535	20	30,704	0
„ „ Japan	..	..	..	1,380	38	..	..	..		..	..	..		..	..	1,380	38	22,086	1
„ rags	..	..	..	..		..	..	33	0	..	..	..		..	..	33	0	165	0
„ thread	..	..	..	13	0	..	..	1	0	..	..	20	13	..	..	34	13	1,228	7
„ seed	..	..	..	1	20	..	..	36	36	..	..	..		..	..	37	56	225	4
Cottons, printed, Japan		..	1,670	..		..	..	..		100	..	..		..	1,770	..		708	0
Coir ..	..	..	..	51	14	..	..	..		..	..	..		..	..	51	14	306	8
Cornelian ware	..	..	..	5	68	..	..	..		..	..	..		..	..	5	68	681	6
„ beads	..	..	..	2	34	..	..	..		..	..	..		..	..	2	34	327	6
Coral beads	..	..	..	0	37	..	..	..		..	..	..		..	..	0	37	666	0
Crocodile scales	..	..	..	24	93	..	..	4	15	..	..	1	70	..	..	30	78	46	2
Croton seeds	..	..	..	87	87	..	..	31	30	..	..	16	33	..	..	135	50	1,355	0
Curios ..	..	packages	101	..		11	..			79	..	..		191	..			7,852	0
Cutlery ..	..	..	..	2	16	..	..	..		..	..	..		..	..	2	16	86	4
Dates, black	..	..	..	4,047	67	..	..	2,176	63	..	..	1,131	62	..	..	7,355	92	11,033	9
„ red ..	..	..	..	200	70	..	..	1,333	88	..	..	187	91	..	..	1,722	49	3,445	0
„ preserved	..	..	..	29	3	..	..	..		..	..	..		..	..	29	3	116	1
Dye stuff ..	..	..	..	410	20	..	..	805	44	..	..	351	30	..	..	1,566	94	4,700	8
Earthen ware	..	..	..	..		..	..	81	80	..	..	..		..	..	81	80	122	7

Description of Goods.	In 1,276 British Vessels.		In 554 American Vessels.		In 447 Sundry Vessels.		Total in 2,267 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Eggs, preserved	..	..	3,000	..	..	..	3,000	..	27·0
Elephant's teeth, whole	..	55 94	..	1 20	..	7 44	..	64 58	7,749·6
„ „ broken	..	5 93	..	..	..	..	..	5 93	237·2
Embroidery	..	0 6	..	..	..	..	..	0 6	7·2
Fans, palm-leaf	753,103	..	525,450	..	253,900	..	1,532,453	..	24,519·2
„ paper	10,185	..	19,563	..	..	..	29,748	..	773·4
„ gauze	..	..	350	..	..	..	350	..	140·0
Feathers, bird's	1,200	..	13,953	..	..	..	15,153	..	1,969 9
Felt, caps	12,859	..	..	..	..	..	12,859	..	10,287·2
Fire crackers	..	1,169 5	..	305 74	..	407 89	..	1,882 68	30,122·9
Fish, dried	..	141 7	..	931 52	..	..	..	1,072 59	6,435·5
„ salt	..	5,851 59	..	6,143 89	..	166 0	..	12,161 48	36,484·4
„ cuttle	..	3,886 26	..	8,548 30	..	315 24	..	12,749 80	101,998·4
„ shell	..	1,101 50	..	254 63	..	58 53	..	1,414 66	28,293·2
„ blubber	..	..	..	2 56	..	..	..	2 56	25·6
„ bones	..	4 25	..	..	..	..	..	4 25	21·2
„ skins	..	16 40	..	62 16	..	101 92	..	180 48	360·9
„ lines	..	3 59	..	..	..	3 42	..	7 1	841·2
„ maws	..	41 62	..	114 63	..	..	..	156 25	2,812·5
Flower seeds	..	75 36	..	..	..	5 40	..	80 76	565·3
Flowers, dried	..	177 82	..	126 60	..	..	..	304 42	1,826·5
Flour	..	150 0	..	..	..	..	..	150 0	525·0
Fruits, fresh	..	50 55	..	..	..	18 0	..	68 55	137·1
Fungus or agaric	..	875 27	..	401 65	..	291 98	..	1,568 90	18,826·8
Galangal	..	94 5	..	496 0	..	259 0	..	849 5	764·1
Gambier	..	505 90	..	..	..	851 38	..	1,357 28	814·4
Gauze	..	4 0	..	..	..	..	..	4 0	880·0
Ghee	..	6 72	..	..	..	..	..	6 72	33·6
Ginger, dried	..	16 2	..	5 56	..	14 86	..	36 44	72·9
Ginseng, 1st quality	..	6 31	..	35 71	..	..	..	42 2	92,444·0
„ 2nd „	..	67 54	..	17 95	..	0 38	..	85 87	120,218·0
„ Japan	..	46 96½	..	13 99	..	1 37	..	62 32½	14,013·1
„ clarified	..	2 99	..	8 11	..	29 57	..	40 67	4,880·4
Glass ware	..	250 34	..	9 90	..	1 50	..	261 74	3,140·9
Glue, cow	..	..	..	19 53	..	..	..	19 53	273·4
Grass cloth, fine	..	15 89	..	15 44	..	..	..	31 33	12,532·0
„ „ coarse	..	353 42	..	100 36	..	50 75	..	504 53	121,087·2
Gum, olibanum	..	109 8	..	..	..	7 96	..	117 4	70,224·0
„ dragon's blood	..	10 4	..	..	..	..	..	10 4	1,305·2

„ copal	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15 32	612·8
„ myrrh	..	..	..	..	12 40	..	2 92	..	..	..	..	..	..	..	..	..	..	15,799 50	7,899·7
Gypsum	..	..	..	..	8,043 0	..	1,080 0	..	6,676 50	..	..	..	..	..	..	..	..	10 11	45·5
Hair, goats	..	..	..	..	..	..	10 11	..	..	..	..	..	..	..	..	..	..	64 25	449·7
„ camels	..	..	..	..	64 25	..	..	..	..	..	..	..	..	..	..	..	..	73 50	110·2
„ pigs	..	..	..	..	..	..	..	..	73 50	..	..	..	..	..	..	..	..	519 68	11,433·0
Hams	..	..	..	..	214 85	..	187 40	..	117 43	..	..	..	..	..	..	..	..	61 87	371·2
Hartall	..	..	..	..	31 13	..	13 54	..	17 20	..	..	..	..	..	..	..	..	15,171 46	106,200·2
Hemp	..	..	..	..	13,511 0	..	665 85	..	994 61	..	..	..	..	..	..	..	..	..	3,690·0
„ cloth or bagging	..	..	10,700	..	..	600	..	1,000	..	..	12,300	..	..	..	..	..	..	286 2	1,716·1
Hides, buffalo and cow	..	..	..	..	16 31	..	259 91	..	9 80	..	..	..	..	..	..	..	..	46 80	140·4
„ cuttings	..	..	..	..	8 80	..	38 0	..	..	..	..	..	..	..	..	..	..	21 62	475·6
Honey	..	..	..	..	15 44	..	6 18	..	..	..	..	..	..	..	..	..	..	184 60	387·7
Hones, razor	..	..	..	..	37 50	..	147 10	..	..	..	..	..	..	..	..	..	..	23 85	26,235·0
Horns, rhinoceros	..	..	..	..	20 55	..	..	..	3 30	..	..	..	..	..	..	..	..	0 30	24·0
„ unicorn	..	..	..	..	0 30	..	..	..	..	..	..	..	..	..	..	..	..	49 84	1,246·0
„ chamois	..	..	..	..	22 34	..	..	..	27 50	..	..	..	..	..	..	..	..	..	1,680·0
„ deers, young	..	pairs	48	..	..	..	..	..	..	..	48	..	..	..	..	..	..	618 18	13,599·9
„ „ old	..	..	..	..	100 7	..	518 11	..	..	..	..	..	..	..	..	..	..	437 42	11,372·9
Indigo, dried	..	..	..	..	247 92	..	150 21	..	39 29	..	..	..	..	..	..	..	..	4,534 41	54,412·9
„ liquid	..	..	..	..	2,226 67	..	1,318 84	..	988 90	..	..	..	..	..	..	..	..	14 50	1,740·0
Ink, Indian	..	..	..	..	14 50	..	..	..	..	..	..	..	..	..	..	..	..	550 0	1,650·0
Iron, Japan	..	..	..	..	100 0	..	450 0	..	..	..	..	..	..	..	..	..	..	93 29	2,612·1
„ wire	..	..	..	..	75 0	..	..	..	18 29	..	..	..	..	..	..	..	..	129 88	4,545·8
„ ware	..	..	..	..	20 29	..	109 59	..	..	..	..	..	..	..	..	..	..	50 0	50·0
„ old, weights	..	..	..	..	50 0	..	..	..	..	..	..	..	..	..	..	..	..	2 27½	682·5
Ivory ware	..	..	..	..	0 50½	..	1 77	..	..	..	..	..	..	..	..	..	..	24 0	7,200·0
Ivory	..	..	..	..	24 0	..	..	..	..	..	..	..	..	..	..	..	..	1,063 3	8,504·2
Isinglass	..	..	..	..	705 19	..	213 85	..	143 99	..	..	..	..	..	..	..	..	0 20	300·0
Jade stone ware	..	..	..	..	0 20	..	..	..	..	..	..	..	..	..	..	..	..	21 67	108·3
Japan root	..	..	..	..	..	..	4 60	..	17 7	..	..	..	..	..	..	..	..	107 58	430·3
„ ware	..	..	..	..	8 58	..	39 0	..	60 0	..	..	..	..	..	..	..	..	15 20	60·8
Joss sticks	..	..	..	..	0 30	..	..	..	14 90	..	..	..	..	..	..	..	..	56 70	1,360·8
„ paper	..	..	..	..	56 70	..	..	..	..	..	..	..	..	..	..	..	..	..	5,400·0
Kingfisher's feathers	..	..	600	..	..	..	..	..	..	..	600	..	..	..	..	..	..	..	474·0
Kittysols	..	..	..	..	..	..	..	7,900	..	..	7,900	..	..	..	..	..	..	24 56	196·5
Kernels, peach	..	..	..	..	10 56	..	14 0	..	..	..	..	..	..	..	..	..	..	530 43	8,486·9
Lacquer	..	..	..	..	214 93	..	171 50	..	144 0	..	..	..	..	..	..	..	..	97 18	2,332·3
Lacquered ware	..	..	..	..	65 98	..	24 20	..	7 0	..	..	..	..	..	..	..	..	1 80	54·0
Lamps	..	..	..	..	1 80	..	..	..	..	..	..	..	..	..	..	..	..	11 20	268·8
Lamp wicks	..	..	..	..	..	..	11 20	..	..	..	..	..	..	..	..	..	..	61 20	428·4
Lard	..	..	..	..	61 20	..	..	..	..	..	..	..	..	..	..	..	..	28 20	225·6
Lead, red or minium	..	..	..	..	..	..	..	..	28 20	..	..	..	..	..	..	..	..	1,507 74	10,554·2
„ white or ceruse	..	..	..	..	1,253 39	..	216 95	..	37 40	..	..	..	..	..	..	..	..		

Description of Goods.	In 1,276 British Vessels.		In 554 American Vessels.		In 447 Sundry Vessels.		Total in 2,267 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Lead, yellow or massicot ..	..	34 3	..	54 68	..	69 12	..	157 83	1,420·5
„ pigs	..	..	..	30 0	..	..	..	30 0	180·0
„ tea	..	493 90	..	1,165 33	..	335 80	..	1,995 3	17,955·3
Leather	..	159 47	..	7 30	..	100 0	..	266 77	800·3
„ ware	..	5 8	..	52 0	..	1 30	..	58 38	233·5
Lichees, dried	..	1,076 61	..	401 32	..	176 23	..	1,654 16	10,752·1
Lily seeds	..	347 41	..	316 78	..	92 0	..	756 19	11,342·8
„ flowers..	..	261 63	..	398 75	..	91 35	..	751 73	4,510·4
Liquorice	..	186 64	..	501 21	..	29 75	..	717 60	5,382·0
Linseed	..	2 21	..	..	..	..	..	2 21	17·7
Lungngans, dried	..	1,851 83	..	1,355 29	..	618 99	..	3,826 11	24,869·7
„ pulp	..	829 90	..	490 4	..	669 97	..	1,989 91	15,919·3
Lucraban seeds	..	250 0	..	13 73	..	..	..	263 73	1,318·7
Maize	..	..	..	770 0	..	..	..	770 0	1,386·0
Manure cake	..	..	..	..	..	354 32	..	354 32	106 3
Mangrove bark	..	1,925 20	..	1,950 84	..	1,654 0	..	5,530 4	13,825·1
Mats, Canton .. rolls	5	..	1,070	..	..	..	1,075	..	4,300·0
„ Japan	97	..	..	..	..	..	97	..	20·0
„ tea and silk	146,000	..	86,000	..	2,000	..	234,000	..	23,400·0
„ straw	..	..	..	..	560	..	560	..	22·4
„ rice	..	..	10,000	..	..	..	10,000	..	400·0
Medicine	..	12,845 95	..	8,932 88	..	3,119 2	..	24,897 85	248,978·5
Melon seeds	..	420 0	..	30 0	..	..	..	450 0	1,575·0
Metal, native	..	155 0	..	388 0	..	..	..	543 0	2,172·0
Mirrors, with frames ..	855	..	1,282	..	..	..	2,137	..	6,411·0
„ without frames ..	..	2 50	..	1 12	..	3 36	..	6 98	209·4
Mushrooms..	..	408 38	..	460 37	..	107 96	..	976 71	24,417·7
Musk	..	0 50½	..	..	..	..	..	0 50½	202·0
Mustard seed	..	2 22	..	..	..	..	..	2 22	4·9
Myrrh	..	4 38	..	7 50	..	..	..	11 88	83·2
Nankeens	..	338 44	..	67 75	..	16 85	..	423 4	12,691·2

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Description of Goods.	In 1,276 British Vessels.		In 544 American Vessels.		In 447 Sundry Vessels.		Total in 2,267 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Prawns, dried	..	160 5	..	43 38	..	37 48	..	240 91	1,927·3
Preserves	..	117 83	..	275 1	..	396 76	..	789 60	9,475·2
Provisions, dried, ducks, sausages, &c.	..	1 50	..	..	..	..	..	1 50	22·5
Putchuck	..	59 40	..	43 24	..	88 61	..	191 25	478·1
Putch leaf	..	1 60	..	12 0	..	41 27	..	54 87	54·9
Quinine	..	0 4	..	..	..	0 14	..	0 18	550·0
Raisins or dried grapes.. ..	..	32 80	..	..	..	24 98	..	57 78	299·2
Rattans	..	1,955 86	..	1,256 0	..	1,766 16	..	4,978 2	12,445·0
„ split	..	48 20	..	10 0	..	..	..	58 20	203·7
„ ware	..	..	..	0 60	..	..	..	0 60	9·0
Rhubarb	..	4,213 13	..	938 78	..	502 44	..	5,654 35	277,063·1
Rice	..	65,026 42	..	19,688 2	..	30,962 20	..	115,676 64	312,325·8
Rope	..	101 1	..	31 88	..	15 0	..	147 89	295·8
Rouge	..	..	..	2 30	..	..	..	2 30	27·6
Safflower	..	911 66	..	305 25	..	145 92	..	1,362 83	88,311·4
„ seed	..	..	..	..	..	11 43	..	11 43	342·9
Saffron	..	34 58	..	3 41	..	9 30	..	47 29	42,561·0
Sago	..	0 86	..	..	..	..	..	0 86	3·5
Saltpetre	..	252 0	..	..	..	..	..	252 0	1,764·0
Samshoo	..	8 50	..	..	..	84 0	..	92 50	555·0
Seaweed	..	50,540 77	..	47,746 75	..	1,881 64	..	100,169 16	300,507·5
Sesamum seeds	..	595 0	..	217 80	..	27 0	..	839 80	1,679·6
Sharks' fins, white	..	103 52	..	38 42	..	17 0	..	158 94	6,357·6
„ black	..	78 50	..	42 11	..	5 0	..	125 61	2,261·0
„ skins	40,455	..	..	..	..	..	40,455	..	16,182·0
Shrimp sauce	..	5 0	..	..	..	..	..	5 0	45·0
Shoes, satin.. .. pairs	1,351	..	2,763	..	768	..	4,882	..	3,417·4
„ leather .. „	172	..	..	..	..	..	172	..	137·6
Senna seeds..	..	8 24	..	..	..	..	..	8 24	41·2
Silk, Che-foo and Tien-tsin ..	..	26 68	..	..	..	..	..	26 68	4,802·4
„ Japan..	..	5,366 45	..	..	..	1,298 47	..	6,664 92	3,332,460·0

„ Yang-tsze	..	..	..	433	81	..	5	95	..		4	70	..	444	46	288,899·0
„ Ningpo	..	..	..	75	52	..	..		..	..			..	75	52	13,333·8
„ wild, raw	..	..	..	5	41	..	..		..	..			..	5	41	649·2
„ waste ..	..	..	..	62	13	..	22	99	..	..			..	85	12	15,321·6
„ cocoons	..	..	..	0	31½	..	..		..		2	16	..	2	47½	230·0
„ worms' eggs	..	packages	..	..		..	..		..	5	..		5	..		650·0
„ ribbons	..	..	..	2	40	..	15	96	..	..	..		..	18	36	4,406·4
„ and cotton mixtures		..	..	..		..	0	90	..	..	..		..	0	90	81·0
„ piece goods, fine	..	..	..	36	38	..	160	14	..	..	18	45	..	214	97	81,688·6
„ „ coarse		..	..	..		..	2	45	..	..	1	10	..	3	55	497·0
Skins, beaver	..	..	5,300	..		..	..		..	..	..		5,300	..		6,890·0
„ rabbit	..	..	10,800	..		..	..		..	..	..		10,800	..		9,720·0
Skins, sheep	..	..	19,211	..		11,834	..		1,067	..	..		32,112	..		6,422·4
„ sable	..	..	100	..		..	..		..	..	..		100	..		600·0
„ fox	..	..	300	..		680	..		197	..	..		1,177	..		141·2
„ dog	..	..	4,000	..		..	..		..	..	..		4,000	..		120·0
„ seal	..	..	2,226	..		..	..		..	..	..		2,226	..		5,565·0
„ asses	..	..	226	..		690	..		3,888	..	..		4,804	..		960·8
„ wolf	..	..	2,000	..		..	..		..	..	..		2,000	..		4,000·0
„ otter	..	..	60	..		..	..		120	..	..		180	..		270·0
Sinews, deer	..	..	..	1	80	..	1	54	..	..	..		..	3	34	60·2
Smalts	..	..	..	53	88	..	..		..	..	10	0	..	63	88	1,533·1
Snuff, native	..	..	..	50	0	..	..		..	..	..		..	50	0	900·0
Soap, stones	..	..	..	..		..	5	88	..	..	..		..	5	88	588·0
„ native	..	..	..	52	62	..	15	6	..	..	79	0	..	146	68	440·0
Solder	..	..	..	167	4	..	..		..	..	..		..	167	4	835·2
Spelter	..	..	..	1,066	60	..	46	13	..	..	..		..	1,112	73	5,563·6
Steelyards	..	..	..	..		..	..		300	..	..		300	..		36·0
Scale, wood	..	..	..	..		1,900	..		..	..	..		1,900	..		304·0
Steel, native	..	..	..	300	0	..	..		..	..	..		..	300	0	1,350·0
Straw, braid	..	..	..	106	38	..	315	7	..	..	..		..	421	45	2,950·2
„ hats	..	..	6,243	..		53,245	..		340	..	..		59,828	..		11,965·6
Sticklac	..	..	..	2	70	..	23	30	..	..	..		..	26	0	156·0
Stone, slabs	..	..	..	..		14,000	..		..	..	..		14,000	..		2,800·0
Stockings, cloth	..	pairs	1,300	..		736	..		280	..	..		2,316	..		4,168·8
Sugar, brown	..	..	..	34,935	78	..	110,081	61	..	..	8,312	3	..	153,329	42	689,982·4

Description of Goods.	In 1,276 British Vessels.		In 544 American Vessels.		In 447 Sundry Vessels.		Total in 2,267 Vessels.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Sugar, white	..	12,986 16	..	26,520 47	..	4,373 58	..	43,880 21	337,877·6
„ candy	..	363 60	..	1,187 26	..	1,028 51	..	2,579 37	18,055·6
„ cane . .. bundles	26	..	494	..	..	..	520	..	13·2
Swansdown	..	..	..	..	50	..	50	..	20·0
Tallow, vegetable	..	344 40	..	110 40	..	..	..	454 80	5,002·8
„ animal	..	..	..	..	..	15 85	..	15 85	95·1
Tea, brick	..	8,897 78	..	..	..	..	..	8,897 78	71,182·2
„ Yang-tsze ports	..	390,020 86	..	10,528 45	..	35,505 59	..	436,054 90	15,261,921·5
„ Japan	..	22,472 21	..	679 49	..	3,815 90	..	26,967 60	431,481·6
„ Ning-po	..	21,920 61	..	1,351 60	..	6,558 12	..	29,830 33	894,909·9
„ Foo-chow	..	775 6	..	313 50	..	..	..	1,088 56	30,479·7
Timber, beams	3,893	..	997	..	191	..	5,081	..	15,243·0
„ poles	14	..	30,040	..	714	..	30,768	..	123,072·0
„ planks, soft wood sq. feet	131,495	..	214,946	..	200,180	..	546,621	..	109,324·2
„ „ hard wood ..	18,860	..	48,820	..	..	..	67,680	..	27,072·0
Tin, Straits, &c.	..	6,188 63	..	1,038 71	..	3,086 33	..	10,312 67	278,442·0
„ plates	..	487 44	..	43 60	..	44 0	..	575 4	17,251·2
„ foil	..	163 87	..	81 70	..	..	..	245 57	7,858·2
„ ware	..	2 80	..	..	..	..	..	2 80	67·2
Tinder	..	..	..	0 50	..	..	..	0 50	3·0
Tobacco, prepared	..	4,501 17	..	4,296 90	..	992 87	..	9,790 94	215,400·6
„ leaf	..	3,069 94	..	2,156 89	..	1,744 9	..	6,970 92	83,651·1
„ stems	..	..	..	69 70	..	26 80	..	96 50	289·5
Tortoiseshell, fine	..	1 85	..	..	..	..	..	1 85	462·5
„ common	..	67 74	..	66 39	..	51 27	..	185 40	14,832·0
Turmeric	..	90 0	..	66 10	..	59 24	..	215 34	645·9
Ultramarine	..	5 14	..	3 0	..	..	..	8 14	325·6
Umbrella, cotton	..	..	1,488	..	..	..	1,488	..	297·6
Varnish	..	253 95	..	116 68	..	0 30	..	370 93	5,193·0
Vegetables, dried	..	..	..	6 0	..	15 0	..	21 0	42·0
„ preserved	..	17 50	..	..	..	..	..	17 50	52·5

„ salt	..	..	..	26	0	..	34	30	..	26	50	..	86	80	52·3
Verdigris	..	..	..	..		..	3	60	..	1	66	..	5	26	126·2
Vermicelli	..	..	..	292	60	..	196	50	..	220	43	..	709	53	1,774·8
Vermilion	..	..	..	162	66	..	11	94	..	46	93	..	221	13	6,191·6
Walnuts	..	..	..	44	33	..	..		..	62	50	..	106	83	320·5
Walrus' teeth	..	..	..	0	90	..	..		..	..		..	0	90	28·8
Wax, vegetable	..	..	..	1,258	74	..	85	40	..	95	0	..	1,439	14	15,830·5
„ bees'	..	..	..	25	50	..	..		..	89	64	..	115	14	2,072·6
„ white	..	..	..	835	89	..	188	24	..	177	71	..	1,201	84	44,468·1
Wheat	..	..	..	1,473	0	..	692	50	..	843	20	..	3,008	70	9,026·1
Whetstones	..	..	2,800	..		..	..		..	..		2,880	..		172·8
Wood, ebony	..	..	..	833	38	..	3,419	67	..	1,228	0	..	5,481	5	19,183·7
„ sandal	..	..	..	1,819	85	..	6,000	40	..	837	70	..	8,657	95	38,960·8
„ camagon	..	..	..	240	0	..	690	0	..	270	0	..	1,200	0	6,000·0
„ garoo	..	..	..	7	53	..	..		..	2	10	..	9	63	674·0
„ fragrant	..	..	..	..		..	10	0	..	..		..	10	0	140·0
„ sapan	..	..	..	1,960	0	..	3,042	48	..	1,295	25	..	6,297	73	15,744·3
„ laka	..	..	..	..		..	97	50	..	3	22	..	100	72	282·0
„ ware	..	..	..	14	89	..	10	90	..	9	90	..	35	69	606·7
Wool	..	..	..	808	36	..	154	74	..	..		..	963	10	6,741·7
															35,583,654·9

At 6*s.* 4¼*d.* the average rate of exchange at 6 months' sight, equal to 11,305,223*l.* 14*s.* 6*d.*

NOTE.—This amount includes the value of the re-export trade from all foreign ports, Japan and Chinese Treaty ports.

RETURN of the Opium Trade at the Port of Shanghae. for the Year ended December 31, 1863.

	Malwa.		Patna and Benares.		Duty.
	Chests.	Weight.	Chests.	Weight.	
Imports—					Haiquan Taels.
Imported and stored on board receiving vessels	29,893	29,893 0	6,670	8,004 0	*
Imported direct to the shore	94	94 0	194	232 80	
Total	29,987	29,987 0	6,864	8,236 80	
Landed from receiving vessels, and intended chiefly for local consumption	14,474½	14,474 50	5,825	6,989 50	643,923 0 0 0
Re-exports—					
Transhipped from receiving vessels for Yang-tsze ports	3,455½	3,455 50	38	45 60	73,181 3 8 9
Ditto ditto coast ports	6,941½	6,941 50	103	123 60	*
Re-exported direct from the shore	18	18 0	50	60 0	*
Total	10,415	10,415 0	191	229 20	73,181 3 8 9
Total amount of duties collected on Opium for 1863 ..	..	..	..	..	717,104 3 8 9

* These duties are included in the General Return of Duties.

Destination.	Congou.	Souchong.	Oolong.	Flowery Pekoe.	Brick.	Total Black.	Sorts Unclassed, Japan.	Young Hyson.	Hyson.	Hyson skin.	Twankay.	Imperial.	Gunpowder.	Total Green.
	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.
Great Britain, direct	64,187 67	230 18	527 12	428 48	7,940 6	73,313 51	1,175 74	18,589 92	7,370 92	199 66	2,152 37	3,445 7	11,158 55	44,092 23
United States	115 29	28 71	109 90	...	253 90	507 80	1,353 0	20,399 86	2,168 78	242 37	2,227 4	3,641 44	4,603 81	34,636 30
Hong Kong and Coast Ports ...	2,814 18	...	...	87 12	1,066 54	3,967 84	292 11	746 16	2,283 73	376 1	356 71	82 53	185 61	4,322 86
Australia	1,804 31	...	...	...	...	1,804 31	...	477 93	134 19	64 63	1,295 34	13 37	18 57	2,004 3
Montreal	552 46	340 3	419 88	2 24	...	1,314 61	...	8,842 72	1,201 19	62 30	1,374 29	1,087 61	2,681 34	15,249 45
Japan	...	...	...	...	...	...	...	360 80	46 19	...	27 22	24 52	59 75	518 48
Total	69,473 91	598 92	1,056 90	517 84	9,006 60	80,654 17	2,820 85	49,417 39	13,205 0	944 97	7,432 97	8,294 54	18,707 63	100,823 35

	Black.	Green.	Total.
	Lbs.	Lbs.	Lbs.
Great Britain, direct	9,775,134⅔	5,878,964	15,654,098⅔
United States	33,853⅓	4,618,173⅓	4,652,026⅔
Hong Kong and Coast Ports	529,045⅓	576,381⅓	1,105,426⅔
Australia	240,574⅔	267,204	507,778⅔
Montreal	175,281⅔	2,033,260	2,208,541⅓
Japan	...	69,130⅔	69,130⅔
Total	10,753,889⅓	13,443,113⅓	24,197,002⅔

Export of Tea for the Half-Year ended December 31, 1863.

Destination.	Congou.	Souchong.	Oolong.	Flowery Pekoe.	Brick.	Total Black.	Sorts Unclassed, Japan.	Young Hyson.	Hyson.	Hyson skin.	Twankay.	Imperial.	Gunpowder.	Total Green.
	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.	Pic. cat.
Great Britain, direct	246,421 69	743 32	1,376 48	271 46	7,344 78	256,157 73	6,092 40	8,576 0	1,748 95	38 81	1,198 56	3,254 32	7,504 42	28,413 46
United States	86 90	...	326 52	...	413 42	826 84	3,285 17	14,072 66	3,912 96	146 82	1,173 64	3,702 54	3,766 2	30,059 81
Hong Kong and Coast Ports ...	3,174 56	...	...	84 89	13,017 37	16,276 82	791 41	2,190 58	1,557 64	...	234 60	13 52	32 83	4,820 58
Bombay	...	...	...	62 75	...	62 75	...	...	20 6	...	...	...	...	20 6
Total	249,683 15	743 32	1,703 0	419 10	20,362 15	272,910 72	10,168 98	24,839 24	7,239 61	185 63	2,606 80	6,970 38	11,303 27	63,313 91

	Black.	Green.	Total.
	Lbs.	Lbs.	Lbs.
Great Britain, direct	34,154,364	3,788,461⅓	37,942,825⅓
United States	55,122⅔	4,007,974⅔	4,063,097⅓
Hong Kong and Coast Ports	2,170,242⅔	642,744	2,812,986⅔
Bombay	8,366⅔	2,674⅔	11,041⅓
Total	36,388,096	8,441,854⅔	44,829,950⅔

EXPORT of Silk for the Half-year ended 30th June, 1863.

Destination.	Raw.		Thrown.		Japan.*		Total.		Coarse.		Refuse.		Cocoons.	
	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.
Great Britain, direct	645	517 60	...	...	228	321 36	873	838 96	...	...	418	926 13	160	226 60
United States	178	142 18	...	...	...	...	178	142 18	...	...	193	153 84	...	...
Hong Kong for foreign ports ...	8,641	6,958 33	60	57 90	4,757	3,711 86	13,458	12,728 9	78	64 21	1	0 73	...	...
Coast Ports	64	51 21	14	10 96	...	...	78	62 17	28	22 40	...	...	...	...
Total	9,528	7,669 32	74	68 86	4,985	4,033 22	14,587	13,771 40	106	86 61	612	1,080 70	160	226 60

EXPORT of Silk for the Half-year ended 31st December, 1863,

Destination.	Raw.		Thrown.		Japan.†		Total.		Coarse.		Refuse.		Cocoons.	
	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.
Great Britain, direct	3,006	2,393 89	...	...	190	120 84	3,196	2,514 73	23	53 15	551	873 24	2	3 40
United States	265	212 51	...	...	185	147 58	450	360 9	...	...	11	9 11	...	...
Manila	39	31 20	...	...	...	...	39	31 20	...	...	...	...	...	...
Hong Kong for foreign ports ...	17,501	13,924 68	77	75 89	1,497	2,038 26	19,075	16,038 83	1	0 80	...	...	48	76 11
Coast ports...	364	293 69	20	16 68	...	...	384	310 37	...	...	...	...	...	...
Total	21,175	16,855 97	97	92 57	1,872	2,306 68	23,144	19,255 22	24	53 95	562	882 35	50	79 51

EXPORT of Silk for the Year ended 31st December, 1863.

Description.	Great Britain, direct.		Hong Kong for Foreign Ports.		United States.		Manila.		Coast Ports.		Total.	
	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.	Bales.	Pic. c.
Raw...	3,651	2,911 49	26,142	20,883 1	443	354 69	39	31 20	428	344	30,703	24,525 29
Thrown	...	...	137	133 79	...	...	...	...	34	27	171	161 43
Japan (exclusive of transhipment)	418	442 20	6,254	5,750 12	185	147 58	...	...	...	...	6,857	6,339 90
Coarse	23	53 15	79	65 1	...	...	...	...	28	22	130	140 56
Refuse	969	1,799 37	1	0 73	204	162 95	...	...	...	...	1,174	1,963 5
Cocoons	162	230 0	48	76 11	...	...	...	...	...	...	210	306 11

* In addition to the silk in this column, which is all re-exports, there were 19 bales transhipped to Great Britain, 30 bales to the United States, and 3,356 bales to Hong Kong for foreign ports.
† In addition to the silk in this column, which is all re-exports, there were 66 bales transhipped to Great Britain, 17 bales to the United States, and 3,256 bales to Hong Kong for foreign ports.

Summary of Duties paid during Half-year ended 30th June, 1863.

	Tonnage.	Import.	Export.	Tonnage.	Total.
BRITISH.		Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
To 31st January ...	52,860	94,197 3 8 8	71,373 7 7 6	12,443 9 5 0	178,015 1 1 4
„ 28th February ...	35,443	28,126 8 9 5	39,010 1 9 3	5,872 4 6 6	73,009 5 5 4
„ 31st March... ...	55,979	45,613 9 5 4	45,610 7 1 7	9,864 1 0 0	101,088 7 7 1
„ 30th April	41,649	30,995 7 0 6	47,223 3 6 7	5,926 1 8 0	84,145 2 5 3
„ 31st May	35,588	17,740 7 7 1	41,149 4 3 5	4,138 9 6 0	63,029 1 6 6
„ 30th June	44,785	29,766 8 1 1	27,213 0 2 5	8,790 7 0 0	65,770 5 3 6
	266,304	246,441 5 2 5	271,530 5 1 3	47,036 3 5 6	565,058 3 9 4
AMERICAN.					
To 31st January ...	20,088	29,455 2 9 1	20,562 5 6 0	1,917 9 5 0	51,935 8 0 1
„ 28th February ...	23,366	4,070 6 6 9	3,214 9 9 6	2,992 2 4 4	10,277 9 0 9
„ 31st March ...	29,029	3,246 5 6 6	10,014 0 7 3	4,247 8 0 0	17,508 4 3 9
„ 30th April ...	27,233	4,116 0 6 2	9,732 9 6 0	4,136 2 5 7	17,985 2 7 9
„ 31st May	25,993	3,155 8 3 9	9,262 0 4 9	3,556 4 0 0	15,974 2 8 8
„ 30th June	23,503	11,882 1 5 6	3,800 5 6 0	3,757 1 0 0	19,439 8 1 6
	149,212	55,926 5 8 3	56,587 1 9 8	20,607 7 5 1	133,121 5 3 2
SUNDRY.					
To 31st January ...	9,504	3,626 9 3 0	7,859 3 9 9	2,419 6 3 0	13,905 9 5 9
„ 28th February ...	13,778	5,530 5 3 4	3,886 1 6 8	1,509 3 4 8	10,926 0 5 0
„ 31st March... ...	19,154	7,528 5 7 1	8,322 3 2 0	3,166 0 4 0	19,016 9 3 1
„ 30th April	15,133	7,939 6 3 7	9,909 5 7 5	2,912 2 7 5	20,761 4 8 7
„ 31st May	9,699	7,248 1 7 2	4,963 0 0 5	1,988 0 0 0	14,199 1 7 7
„ 30th June	8,325	8,566 9 3 4	8,768 5 5 5	1,817 0 0 0	19,152 4 8 9
	75,593	40,440 7 7 8	43,709 0 2 2	13,812 2 9 3	97,962 0 9 3
CHINESE.					
To 31st January ...	373	...	174 5 5 4	16 5 0 0	191 0 5 4
„ 28th February ...	550	0 2 6 1	133 1 1 2	13 5 0 0	146 8 7 3
„ 31st March ...	753	...	381 3 6 5	18 8 0 0	400 1 6 5
„ 30th April	730	2 4 0 0	509 0 5 6	9 5 0 0	520 9 5 6
„ 31st May	728	0 5 0 0	708 3 4 9	15 0 0 0	723 8 4 9
„ 30th June	851	...	190 3 1 8	13 5 0 0	203 8 1 8
	3,985	3 1 6 1	2,096 7 5 4	86 8 0 0	2,186 7 1 5
Total duties in Haiquan Sycee	...	342,812 0 4 7	373,973 4 8 7	81,543 2 0 0	798,328 7 3 4

SUMMARY of Duties paid during the Half-year ended December 31, 1863.

	Tonnage.	Import.	Export.	Tonnage.	Total.
BRITISH.		Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
To 31st July	59,926	51,681 5 7 7	50,172 4 1 6	14,494 8 0 0	116,348 7 9 3
„ 31st August ...	38,824	23,606 2 7 2	36,499 0 2 1	8,250 9 5 0	68,356 2 4 3
„ 30th September ...	46,071	28,831 7 3 5	52,915 9 3 7	10,926 1 0 0	92,673 7 7 2
„ 31st October ...	52,796	28,157 1 0 3	47,591 9 0 4	11,878 9 0 0	87,627 9 0 7
„ 30th November ...	42,425	19,417 1 7 5	42,467 2 0 4	8,742 4 0 0	70,626 7 7 9
„ 31st December ...	51,042	41,048 9 9 8	53,687 0 5 0	9,720 7 0 0	104,456 7 4 8
	288,084	192,742 8 6 0	283,333 5 3 2	64,013 8 5 0	540,090 2 4 2
AMERICAN.					
To 31st July	24,050	2,900 7 0 8	9,034 4 7 6	2,282 0 0 0	14,217 1 8 4
„ 31st August ...	21,500	4,318 6 9 0	6,571 4 8 0	2,845 7 0 0	13,736 8 7 0
„ 30th September ...	19,014	1,890 1 5 5	10,132 7 0 1	2,310 3 0 0	14,333 1 5 6
„ 31st October ...	26,824	2,211 8 0 7	9,799 8 1 8	3,985 0 0 0	15,996 6 2 5
„ 30th November ...	23,148	5,375 9 8 9	7,560 8 1 9	2,693 9 0 0	15,630 7 0 8
„ 31st December ...	22,978	1,627 6 6 6	6,759 8 6 1	1,785 8 0 0	10,173 3 2 7
	137,514	18,325 0 1 5	49,859 1 5 5	15,903 7 0 0	84,087 8 7 0
SUNDRY.					
To 31st July	12,845	11,888 0 3 1	5,628 2 4 1	3,930 1 0 0	21,446 3 7 2
„ 31st August ...	12,425	4,741 7 3 2	7,942 6 9 4	3,227 8 0 0	15,912 2 2 6
„ 30th September ...	12,377	6,660 1 2 0	7,194 6 6 6	2,899 3 0 0	16,754 0 8 6
„ 31st October ...	12,966	5,610 8 5 2	11,799 1 2 7	2,776 0 0 0	30,185 9 7 9
„ 30th November ...	8,694	9,150 5 6 0	9,120 3 9 9	2,735 6 0 0	21,006 5 5 9
„ 31st December ...	11,483	5,725 4 4 8	5,385 2 2 2	2,653 6 0 0	13,764 2 7 0
	70,790	43,776 7 4 3	47,070 3 4 9	18,222 4 0 0	109,069 4 9 2
CHINESE.					
To 31st July	611	...	273 1 1 4	18 8 0 0	291 9 1 4
„ 31st August ...	742	...	189 3 2 1	22 5 0 0	211 8 2 1
„ 30th September ...	617	...	339 6 1 8	8 6 0 0	348 2 1 8
„ 31st October ...	788	1 5 0 0	343 9 2 7	23 0 0 0	368 4 2 7
„ 30th November ...	619	0 1 3 5	361 8 9 8	9 0 0 0	371 0 3 3
„ 31st December ...	1,299	2 1 9 0	609 6 8 9	23 0 0 0	634 8 7 9
	4,676	3 8 2 5	2,117 5 6 7	104 9 0 0	2,226 2 9 2
Total duties in Haiquan Sycee	...	254,848 4 4 3	382,380 6 0 3	98,244 8 5 0	755,473 8 9 6

SUMMARY of Duties paid during the Year ended December 31, 1863.

	Imports.	Exports.	Tonnage Dues.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
During Half-Year ended June 30, 1863	342,812 0 4 7	373,973 4 8 7	81,543 2 0 0	798,328 7 3 4
During Half-year ended December 31, 1863	254,848 4 4 3	382,380 6 0 3	98,244 8 5 0	735,473 8 9 6
	597,660 4 9 0	756,354 0 9 0	179,788 0 5 0	1,533,802 6 3 0
During the Year ended December 31, 1863, on opium landed...	...	...	...	717,104 3 8 9
During the Year ended December, 31, 1863, Half or Coast Trade duties	...	...	...	275,714 4 5 0
				*2,526,621 4 6 9

* Equivalent to taels 2,814,656 3 1 6 Shanghae sycee, at 6*s.* 4½*d.* per tael, equal to 894,239*l.* 15*s.* 4*d.*

Return of Shipping, for the Half-Year ended 30th June, 1863.

Flags.	Entered Inwards.						Cleared Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	518	223,609	113	17,471	631	241,080	466	181,125	161	60,838	627	241,963
Ningpo boats, &c., under British flag..	244	18,799	87	4,839	331	23,638	221	19,104	113	5,935	334	25,039
American	231	108,597	26	6,915	257	115,512	187	91,639	125	44,101	312	135,740
Ningpo boats, &c., under American flag	129	8,029	49	3,614	178	11,643	154	10,591	56	3,218	210	13,809
Sundry	259	73,847	10	2,717	269	76,564	168	48,290	85	22,775	253	71,065
Ningpo boats, &c., under various flags	79	4,183	15	578	94	4,761	46	2,654	35	1,762	81	4,416
Chinese—Ningpo boats	74	3,612	10	479	84	4,091	79	3,781	4	200	83	3,981
Total	1,534	440,676	310	36,613	1,844	477,289	1,321	357,184	579	138,829	1,900	496,013

Return of Shipping, for the Half-Year ended 31st December, 1863.

Flag.	Entered Inwards.						Cleared Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	546	232,291	120	21,403	666	253,694	513	220,779	197	55,826	710	276,605
Ningpo boats, &c., under British flag..	131	10,315	31	2,194	162	12,509	115	9,534	24	1,575	139	11,109
American	230	132,252	12	2,771	242	135,023	176	102,174	60	26,447	236	128,621
Ningpo boats, &c., under American flag	124	9,039	19	1,211	143	10,250	93	6,846	33	2,005	126	8,851
Sundry	223	65,395	18	3,887	241	69,282	171	51,613	61	17,464	232	69,077
Ningpo boats, &c., under various flags	18	1,018	7	667	25	1,685	16	1,021	13	861	29	1,882
Chinese—Ningpo boats	64	3,769	13	808	77	4,577	75	4,232	..	..	75	4,232
Total	1,336	454,079	220	32,941	1,556	487,020	1,159	396,199	388	104,178	1,547	500,377

Summary of Trade at the Port of Shanghae, for the Year ended 31st December, 1863.

Value of Import Trade.

						£	s.	d.
General Imports					61,704,099·1 taels at 6s. 4¼d. =	19,603,906	9	8¾
Opium Imports	Malwa ..	29,987 chests =	29,987·00	piculs, average rate 538 taels ..	16,133,006·0 taels			
	Patna ..	6,864 chests =	8,236·80	piculs, „ 500 taels ..	4,118,400·0 taels	„ =	6,434,040	8 11½
Treasure, imported for the year					11,556,600·0 taels „ =	3,671,628	2	6
						29,709,575	1	2¼

Value of Export Trade.

					£	s.	d.
General Exports				38,485,465·3 taels at 6s. 4¼d. =	12,227,153	0	9

Value of Re-export Trade.

						£	s.	d.
General Re-exports					35,583,654·9 taels at 6s. 4¼d. =	11,305,223	14	6
Opium Re-exports	Malwa ..	10,415 chests =	10,415·00	piculs, average rate 538 taels ..	5,603,270·0 taels			
	Patna ..	191 chests =	229·20	piculs, „ 500 taels ..	114,600·0 taels	„ =	1,816,614	18 11½
Treasure, re-exported for the year*					17,176,631·0 taels „ =	5,457,158	16	1¾
						18,578,997	9	7¼

The treasure returned as re-exported is treasure which arrived during 1863 and the preceding year, and which was exported during 1863 to other ports in China, and to Japan.

SUMMARY of Trade and Shipping at the Port of Shanghae, from the 12th July, 1854, to the 31st December, 1863.

VALUE OF TRADE.

Date.	Imports.			Re-Exports.	Exports.
	General.	Opium.	Total.		
	Taels.	Taels.	Taels.	Taels.	Taels.
Year ending 30th June, 1855	3,507,524	† 9,113,454	12,620,978	...	24,549,062
,, 30th June, 1856	6,492,299	†11,529,308	18,021,607	...	23,427,215
Half-year ending 31st December, 1856...	5,189,821	† 5,571,000	10,760,821	...	20,530,337
Year ending 31st December, 1857	15,863,393	†14,252,514	30,115,907	...	33,344,435
,, ,, 1858	19,917,049	†15,822,320	34,839,369	...	30,623,759
,, ,, 1859	20,635,130	†15,397,350	36,032,480	* 2,899,558	36,670,606
,, ,, 1860	26,225,588	†14,857,440	41,083,028	*11,752,164	31,363,880
,, ,, 1861	33,702,614	12,138,232	45,840,846	*21,630,724	28,238,733
,, ,, 1862	46,701,584	18,604,140	65,305,724	*30,365,519	47,569,966
,, ,, 1863	61,704,099	20,251,406	81,955,505	*35,583,654	38,485,465

TONNAGE OF SHIPPING.

Date.	Entered Inwards.								Cleared Outwards.							
	British Vessels.		American Vessels.		Sundry Vessels.		Total Vessels.		British Vessels.		American Vessels.		Sundry Vessels.		Total Vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Year ending 30th June, 1855	213	71,971	77	49,943	66	19,336	356	141,250	133	54,163	46	43,041	44	14,089	223	111,593
,, 30th June, 1856	287	86,224	81	40,425	121	28,938	489	155,587	277	81,811	81	43,446	114	28,730	472	153,990
Half-year ending 31st December, 1856	163	49,084	38	30,908	87	17,107	288	97,099	145	45,748	25	17,703	80	15,721	250	79,172
Year ending 31st December, 1857	302	115,409	61	44,850	270	45,354	633	205,613	169	66,149	35	28,101	94	19,993	298	114,243
,, ,, 1858	290	120,205	97	56,280	367	66,139	754	214,624	174	77,196	56	38,270	148	39,029	378	154,795
,, ,, 1859	376	142,008	177	75,228	373	69,864	926	287,100	383	150,016	179	78,184	377	61,509	939	289,709
,, ,, 1860	494	143,609	248	93,365	265	64,180	1,007	304,154	485	138,068	235	94,071	252	60,429	972	293,568
,, ,, 1861	810	229,894	359	95,858	637	93,907	1,806	419,659	782	229,775	344	92,305	621	86,115	1,747	408,195
,, ,, 1862	1,532	390,139	806	226,056	560	107,943	2,898	724,138	1,531	389,250	805	226,056	560	107,943	2,896	723,279
,, ,, 1863	1,790	530,921	820	272,428	790	160,960	3,100	964,309	1,510	551,716	884	287,021	853	157,153	3,547	996,890

* Exclusive of Opium re-exported to Chinese ports.

† The values of the Opium trade for the years preceding 1861 have not been derived from this office. Opium Customs business was not done through this office until the end of 1860, when the importation of the drug was legalized by the Tariff rules attached to the new Treaties.

(Signed) T. DICK, *Commissioner of Customs.*

No. 3.

Consul Caine to Mr. Hammond.—(*Received August* 29.)

Sir, *Swatow, June* 27, 1864.

I HAVE the honour to forward a copy of my report upon the trade of this port during the year 1863.

I have, &c.
(Signed) G. W. CAINE.

Report on the Trade of Swatow for the year 1863.

British Shipping.

THE Shipping Return for the year 1863 exhibit a large increase in the number of British vessels entering this port. This will best be seen by a glance at the following table:—

ENTRIES.

With Cargo.		In Ballast.		Tonnage.	
1862.	1863.	1862.	1863.	1862.	1863.
130	215	33	23	62,965	93,085

or, total arrivals 238 against 163 of 1862, being and increase of 75 vessels, and a tonnage of 30,120 over the previous year.

CLEARANCES.

With Cargo.		In Ballast.		Tonnage.	
1862.	1863.	1862.	1863	1862.	1863.
101	184	58	52	60,815	92,382

The above shows an excess of eighty-three vessels leaving with cargo. The trade between Signapore and this port has been almost completely driven away by reason of the heavy sums demanded by the Chinese officials on each voyage, and also in consequence of the extortions levied by the villages near Swatow on all Chinese passengers. The amount charged for merely landing them is 10 dollars per head; whereas passengers from Hong Kong by steamer save 2 dollars, the charge being 8 dollars. These are most iniquitous charges; but the officials appear unwilling, or perhaps are unable, to put down extortions levied by such powerful clans as those inhabiting the villages of Swaboe, Goswa, &c. The Singapore vessels now discharge their cargoes into lorchas at Hong Kong, which can, being native owned, dispose of their goods at any of the ports between this and Hong Kong, many going to Cupchi, between which port and Hong Kong a large trade, I am told, has sprung up.

Foreign Shipping.

There has been a very large increase in the number of vessels under flags of continental States frequenting this port, as compared with former returns. The subjoined table will best illustrate this:—

ARRIVALS.

Flag.	1862.	1863.	Increase in 1863.	Decrease in 1863.
American	20	29	9	..
French	4	2	..	2
Hamburgh	15	54	39	..
Bremen	2	19	17	..
Danish	7	14	7	..
Dutch	12	7	..	5
Swedish	7	8	1	..
Siamese	5	9	4	..
Other flags..	9	14	5	..

These vessels average from 150 to 300 tons, and are better suited to the coasting trade under Chinese charter than our larger vessels, which require more cargo than can be stowed at Swatow, where there is a paucity of godown room; goods have, therefore, to be retained up country until the vessel is ready to take in her cargo, when it is sent down in boats which go at once alongside to put it on board. Nearly all the vessels employed in the trade of the port, exclusive of course of steamers, are chartered by Chinese merchants, who much prefer these smaller craft, which are besides chartered at a lower rate than either British or American vessels.

It will be perceived that foreign shipping has increased in much greater proportion than the British; and if steamers be not taken into account, foreign ships exceed the British by sixty-nine vessels,—the tonnage of the former being 55,147, and of the latter 31,808, or an increase of 23,344 tons in foreign bottoms. The coast trade in steamers is, however, still monopolised by British vessels.

Imports.

The total value in sterling of the import trade for 1863 is estimated at 1,770,635*l.*, whilst that of the previous year was 1,264,444*l.*; being an increase of 506,191*l.* over the year 1862, this excess being principally in the following items, viz. :—

	£
In beancake	232,053
beans and peas	50,424
opium	97,035
native cotton	84,596
tin	14,635
cotton yarn	9,867

In the above imports foreign goods in native bottoms have been taken into account; the value of this trade for the year 1863 amounts to 22,029*l.*, which, as compared with 1862, shows a falling off of 35,734*l.* This has been caused by the preference which is now given to foreign vessels by the native merchants over their own unwidely junks, very few of which now visit this port. The lighter and smaller built vessels of the lorcha or west-coast boat class trade between Hong Kong and this, a line on which there is no traffic in foreign bottoms except by steam vessels. Goods shipped in west-coast boats have a great advantage, as, being native craft, they can visit any of the ports, and so choose their market. Much smuggling is carried on in this way.

Exports.

The total value of the export trade for 1863 amounts to 808,069*l.*, which, when compared with that for 1862, shows an increase of 84,479*l.* This excess is chiefly perceptible in sugar, the increase in this article

being 51,818*l.* There is also an increase in the quantity of tobacco exported, of the value of 21,273*l.*

Sugar, tobacco, paper, coarse chinaware, and grasscloth, are the principal articles of export.

The total estimated value of the trade of this port for 1863 (exclusive of native trade in native vessels, of which I have been unable to procure any returns) is, therefore, 2,578,704*l.*, or an increase of 590,670*l.* over the previous year, being an excess of considerably over half a million sterling; which, considering the many disadvantages this port labours under, in its foreign merchants being denied access to the chief cities through the non-reception by the Chinese officials of Her Majesty's Consul at Chao-chow-foo,—the heavy mulcts demanded by powerful village clans on all goods sent inland,—as well as the disturbed state of the country, village feuds being the rule and not the exception,—will afford a very fair idea of the steady advance of the trade of the port.

Since my last report was written, the Consulate has been removed from Double Island to Kahchio, immediately opposite Swatow, between which two places all the shipping lie. Some dwelling-houses have lately been built at Kahchio, as well as godowns, and more of the latter are in course of erection.

I understand that much extra ground has been set apart this year for the cultivation of sugar, in consequence of the demand in the north of China for this product. The Chinese method of pressing sugar is most rude; the cane is passed between two perpendicular granite cylinders, one being turned by oxen, gives a motion to the other by means of cogs cut in the granite, and shod with hard wood; the juice is thus expressed, and runs through a channel cut for that purpose into a large wooden tub, from which it is removed to the boiling-hut closely adjoining. These cylinders are not at all firmly fixed, depending altogether upon their weight to keep in position. I believe a company of Europeans, working one of the modern sugar-mills, might make a large profit, if the Chinese would consent to sell their crops when ready for cutting. They cannot be induced to use the European sugar-mills themselves. Messrs. Bradley and Co. imported one, but the natives refused to purchase, or even try it.

(Signed) G. W. CAINE, *Consul.*

Swatow, June 15, 1864.

Inclosure 1 in No. 3.

RETURN of British Shipping at the Port of Swatow in the year 1863.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
94	7	101	38,739	1,517	40,256	5,961	49	20	69	19,635	7,867	27,502	3,477

Indirect or Carrying Trade in British Vessels from and to other Ports.

Ports.	ENTERED.							CLEARED.						
	Number of Vessels.			Tonnage.			Number of Crews.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
New-chwang	23	..	23	8,427	..	8,427	355	3	..	3	931	..	931	36
Chefoo	34	..	34	13,059	..	13,059	556	13	1	14	5,672	298	5,970	267
Shanghae	16	1	17	6,951	110	7,061	305	40	1	41	15,161	407	15,568	885
Amoy and Foo-chow ..	47	14	61	19,434	4,465	23,899	3,361	73	24	97	28,974	10,265	39,239	5,398
Formosa	..	1	1	..	159	159	10	..	2	2	..	338	338	26
Ningpo	1	..	1	224	..	224	9	..	1	1	..	115	115	12
Bangkok	..	..	..	..	..	..	..	..	1	1	..	223	223	8
Guam	..	..	..	..	..	..	..	..	1	1	..	363	363	11
Taku	..	..	..	..	..	..	..	1	..	1	371	..	371	11
Canton	..	..	..	..	..	..	..	5	..	5	1,688	..	1,688	163
Saigon	..	..	..	..	..	..	..	..	1	1	..	274	274	12

British Consulate, Swatow, December 31, 1863.

(Signed) G. W. CAINE, *Consul.*

Inclosure 2 in No. 3.

RETURN of British and Foreign Shipping at the Port of Swatow in the year 1863.

Nationality of Vessels.	ENTERED.									CLEARED.								
	With Cargoes.			In Ballast.			Total.			With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British, Coasting steamers	136	56,363	8,059	15	4,919	674	151	61,282	8,733	123	48,800	6,745	28	12,482	1,988	151	61,282	8,733
British, other vessels ..	79	30,471	1,630	8	1,332	194	87	31,803	1,824	61	23,632	1,091	24	7,668	482	85	31,300	1,573
French	1	588	..	1	191	..	2	779	..	2	779	..	..	..	..	2	779	..
American	27	13,091	..	2	964	..	29	14,055	..	19	9,350	..	10	4,705	..	29	14,055	..
Russian	2	825	..	..	..	..	2	825	..	1	567	..	1	258	..	2	825	..
Hamburg	51	15,455	..	3	604	..	54	16,059	..	35	10,730	..	17	5,268	..	52	15,998	..
Bremen	16	4,899	..	3	875	..	19	5,774	..	9	2,769	..	10	3,005	..	19	5,774	..
Prussian	2	821	..	..	..	..	2	821	..	2	821	..	..	..	..	2	821	..
Danish	14	4,734	..	..	..	..	14	4,734	..	8	2,914	..	6	1,820	..	14	4,734	..
Dutch	7	2,767	..	..	..	..	7	2,767	..	5	1,783	..	2	984	..	7	2,767	..
Hanover	2	397	..	1	172	..	3	397	..	2	360	..	1	141	..	3	501	..
Oldenburg	5	1,030	..	..	..	..	5	1,030	..	1	169	..	4	861	..	5	1,030	..
Mecklenburg	..	..	..	1	244	..	1	244	..	1	244	..	..	..	..	1	244	..
Swedish	7	1,973	..	1	434	..	8	2,407	..	4	1,322	..	4	1,085	..	8	2,407	..
Chilian	1	615	..	..	..	..	1	615	..	..	..	..	1	615	..	1	615	..
Siamese	9	4,468	..	..	..	..	9	4,468	..	6	2,966	..	3	1,502	..	9	4,468	..

British Consulate, Swatow, December 31, 1863.

(Signed) G. W. CAINE, *Consul.*

RETURN of the Imports at the Port of Swatow in the Year 1863.

Names of Articles.	From Singapore.		From Hong Kong.		From Northern Ports of China.		Total.		
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Sterling.
		Dollars.		Dollars.		Dollars.		Dollars.	£ s. d.
Grey shirtings ... ... pieces	...	...	29,859	134,366	...	...	29,859	134,366	31,911 18 6
White ditto ... ... ,,	...	...	10,547	63,282	...	...	10,547	63,282	15,029 9 6
Spotted ditto ... ... ,,	...	...	18	72	...	...	18	72	18 2 0
T-Cloths, 24 yards ... ... ,,	...	...	10,717	42,868	...	...	10,717	42,868	10,181 3 0
Cambrics ... ... ,,	...	...	559	5,590	...	...	559	5,590	1,327 12 6
Chintz ... ... ,,	...	...	469	1,407	...	...	469	1,407	334 3 3
Cottons, dyed ... ... ,,	...	...	6,673	30,028	...	...	6,673	30,028	7,131 13 0
Damasks ... ... ,,	...	...	230	1,840	...	...	230	1,840	473 0 0
Drills, American ... ... ,,	...	...	2,300	16,100	...	...	2,300	16,100	3,823 5 0
Handkerchiefs ... ... ,,	...	...	2,728	5,456	...	...	2,728	5,456	1,295 16 0
Linen ... ... ,,	...	...	314	1,884	...	...	314	1,884	447 9 0
Muslin ... ... ,,	...	...	259	1,006	...	...	259	1,006	238 18 6
Velvets ... ... ,,	...	...	1,897	9,485	...	...	1,897	9,485	2,252 13 9
Camlets, English ... ... ,,	...	...	1,348	26,960	...	...	1,348	26,960	6,403 0 0
Do. Dutch ... ... ,,	...	...	27	675	...	...	27	675	160 6 3
Do. Imitation ... ... ,,	...	...	835	15,030	...	...	835	15,030	3,569 12 6
Lastings ... ... ,,	...	...	922	16,596	...	...	922	16,596	3,941 11 0
Long ells ... ... ,,	...	...	3,155	31,550	...	...	3,155	31,550	7,493 2 6
Spanish stripes ... ... ,,	...	...	1,997	39,940	...	...	1,997	39,940	9,485 15 0
Cotton yarn ... ... piculs	...	...	3,804	247,260	...	...	3,804	247,260	58,724 5 0
Native cotton ... ... ,,	...	...	...	...	42,894·09	987,282	42,894·09	987,282	234,479 9 6
Metals—Copper bolts, &c. ... ... ,,	...	...	·98	34	...	...	·98	34	8 1 6
,, Iron, nail-rod, &bar ... ... ,,	2,175·32	...	875·13	...	...	...	3,050·45	9,151	2,173 7 3
,, Iron-wire ... ... ,,	11·40	...	15·73	...	...	...	27·13	109	25 17 9
,, Lead ... ... ,,	1,039·03	...	85·80	...	...	...	1,132·83	9,062	2,161 1 0
,, Tin ... ... ,,	1,069·68	...	2,625·27	...	...	...	3,694·95	121,933	28,959 1 9
,, Composition ... ... ,,	172·	...	427·20	...	...	...	599·20	13,182	3,130 14 6
Opium, Malwa ... ... chests	...	...	2,216·50	1,612.485	...	...	2,216·50	1,612,485	382,965 3 9
,, Patna ... ... ,,	...	...	1,527·50	1,069,250	...	...	1,527·50	1,069,250	253,946 17 6
Almonds ... ... piculs	...	...	...	...	126·36	2,527	126·36	2,527	600 3 3
Aniseed ... ... ,,	...	...	...	...	35·76	572	35·76	572	135 17 0
Bamboo ware ... ... ,,	...	...	...	...	47·17	707	47·17	707	167 18 3
Barley ... ... ,,	...	...	...	...	459·36	1,837	459·36	1,837	436 5 9

NOTE.—The picul is equal to 133⅓ lbs. avoirdupois, and the dollar has been calculated at *4s. 9d.* per dollar.

Return of Imports—*continued.*

Names of Articles.		From Singapore.		From Hong Kong.		From Northern Ports of China.		Total.		Sterling.		
		Quantities.	Value.	Quantities.	Value.	Quantities,	Value.	Quantities.	Value.	£	s.	d.
			Dollars.		Dollars.		Dollars.		Dollars.			
Bean-cake	piculs	...	...	...	...	1,048,660·	1,835,154	1,048,660·	1,835,154	436,849	1	6
Beans and peas	,,	...	...	...	...	212,157·	403,097	212,157·	403,097	95,735	10	9
Bean-curds...	,,	...	...	...	...	30,130·	36,395	30,130·	36,195	8,596	6	3
Betel-nuts	,,	7·48	15	...	...	...	...	7·48	15	3	11	3
Biche de mer, white	,,	299·23	4,488	...	...	...	...	299·23	4,488	1,065	18	0
,, black	,,	210·31	12,798	...	...	...	...	210·31	12,798	3,039	10	6
Birds' nests	,,	2·32	58	...	...	...	...	2·32	58	13	15	6
Cardamons	,,	57·95	1,159	...	...	...	...	57·95	1,159	275	5	3
Charcoal	,,	405·	304	...	...	...	...	405·	304	72	4	0
Cotton wadding	,,	...	...	...	...	58·62	1,759	58·62	1,759	417	15	3
Cuttle-fish	,,	7·78	93	...	...	...	...	7·78	93	22	1	9
Dates	,,	...	...	...	...	1,315·83	7,237	1,315·83	7,237	1,718	15	9
Eggs, preserved	,,	...	...	...	...	19·08	242	19·08	242	57	9	6
Felt caps	number	...	...	...	...	7,300·	1,825	7,300·	1,825	433	8	9
Fish-maws	piculs	4·22	190	...	...	...	...	4·22	190	45	2	6
Fish, dried and salt	,,	1,129·40	6,134	...	...	...	...	1,129·40	6,134	1,456	16	6
Fruit, dried and salt	,,	17·37	...	...	...	113·80	...	131·17	394	93	11	6
Ginseng, crude	,,	...	...	...	...	·58	232	·58	232	55	2	0
Ground-nut cake	,,	...	...	...	...	25,814·26	77,443	25,814·26	77,443	18,392	14	3
Gypsum	,,	...	...	...	...	...	...	1,500·	2,250	534	7	6
Hams	,,	...	...	...	...	37·62	1,307	37·62	1,307	310	8	3
Hair, goat's	,,	...	...	...	...	538·16	5,382	538·16	5 382	1,278	4	6
Hemp	,,	...	...	...	...	495·69	14,870	495·69	14,870	3,531	12	6
Indigo-seed	,,	...	...	...	...	232·10	5,338	232·10	5,338	1,267	15	6
Isinglass	,,	...	...	...	...	3·33	17	3·33	17	4	0	9
Lily-seed	,,	...	...	...	...	27·47	549	27·47	549	130	7	9
Lily-flowers, dried	,,	...	...	...	...	1,435·79	20,101	1,435·79	20,101	4,773	19	9
Leather	,,	...	...	...	...	224·12	4,482	224·12	4,482	1,064	9	6
Liquorice	,,	...	...	...	...	75·14	751	75·14	751	178	7	3
Mangrove bark	,,	...	...	...	...	1,848·25	5,545	1,848·25	5,545	1,316	18	9
Manure cakes	,,	...	...	...	...	3,423·99	8,559	3,423·99	8,559	2,032	15	3
Medicines	,,	...	...	...	...	2,437·03	24,370	2,437·03	24,370	5,787	17	6
Melon-seeds	,,	...	...	...	...	502·65	2,513	502·65	2,513	596	16	9
Mushrooms	,,	...	...	...	...	46·68	2,567	46·68	2,567	609	13	3
Nankeens	,,	...	...	...	...	1,339·18	40,184	1,339·18	40,184	9,543	14	0
Oil	,,	...	...	...	...	1,042·92	10,429	1,042·92	10,429	2,476	17	9
Pepper, black	,,	1,844·77	14,758	...	...	...	...	1,844·77	14,758	3,505	0	6

Names of Articles.	From Singapore.		From Hong Kong.		From Northern Ports of China.		Total.				
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Sterling.		
		Dollars.		Dollars.		Dollars.		Dollars.	£	*s.*	*d.*
Pepper, white ... ... piculs	146·84	1,762	...	...	...	...	146·84	1,762	418	9	6
Rags ... ... ,,	...	...	...	...	769·45	9,233	769·45	9,233	2,192	16	9
Rattans ... ... ,,	1,656·82	8,284	...	...	...	...	1,656·82	8,284	1,967	9	0
Rice ... ... ,,	12,210·	36,630	...	...	...	...	12,210·	36,630	8,699	12	6
Sago ... ... ,,	70·43	352	...	...	...	...	70·43	352	83	12	0
Saushoo ... ... ,,	...	...	...	...	1,219·22	13,411	1,219·22	13,411	3,185	2	3
Sessamum ... ... ,,	...	...	...	...	504·22	5,546	504·22	5,546	1,317	3	6
Sharks' fins ... ... ,,	142·58	5,703	...	...	...	...	142·58	5,703	1,354	9	3
Shell-fish, dried ... ... ,,	76·81	...	283·30	...	...	...	360·11	720	171	0	0
Silk piece goods ... ... ,,	...	...	...	...	120·66	96,528	120·66	96,528	22,925	8	0
Skins, sharks' ... ... number	364·	364	...	...	...	..	364·	364	86	9	0
,, pigs' ... ... piculs	47·99	671	...	...	...	..	47·99	671	159	7	3
Tallow, animal ... ... ,,	...	...	...	...	125·37	1,379	125·37	1,379	327	10	3
Tea ... ... ,,	...	...	...	...	222·48	3,337	222·48	3,337	792	10	9
Vermicelli ... ... ,,	...	...	...	...	6,073·73	60,737	6,073·73	60,737	14,425	0	9
Varnish ... ... ,,	...	...	...	...	110·45	4,418	110·45	4,418	1,049	5	6
Woods, fragrant ... ... ,,	166·85	1,668	...	...	...	...	166·85	1,668	396	3	0
,, red ... ... ,,	378 08	1,134	...	...	...	...	378·08	1,134	269	6	6
,, sapan ... ... ,,	7,256·25	29,025	...	...	...	...	7,256·25	29,025	6,893	8	9
,, sundry ... ... ,,	328·74	4,931	...	...	...	...	328·74	4,931	1,171	2	3
Total	...	...	...	...	...	...			1,748,605	9	6

Her Majesty's Consulate, Swatow, December 31, 1863.

(Signed) G. W. CAINE, *Consul.*

Inclosure 4 in No. 3.

RETURN of the Exports at the Port of Swatow in the Year 1863.

Names of Articles.	To Singapore and Straits.		To Hong Kong.		To Northern Ports of China.		Total.			
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Foreign Money.	Sterling.	
		Dollars.		Dollars.		Dollars.		Dollars.	£ s. d.	
Alum, green ... ... piculs	2,068·32	6,205	...	...	...	...	2,068·32	6,205	1,473	13 9
Arsenic ... ... ,,	...	...	...	...	55·90	447	55·90	447	106	3 3
Bamboo-ware ... ... ,,	302·68	4,635	...	...	315·47	4,667	618·15	9,302	2,209	4 6
Barley ... ... ,,	...	...	607·62	2,430	...	...	607·62	2,430	577	2 6
Betel leaves ... ... ,,	...	...	79·20	...	920·29	...	999·49	2,998	712	0 6
Brass-ware... ... ... ,,	63·17	3,158	...	...	...	...	63·16	3,158	750	0 6
Candles ... ... ,,	65·42	915	...	...	...	...	65·42	915	217	6 3
Capoor cutchery ... ... ,,	...	...	...	...	378·10	1,323	378·10	1,323	314	4 3
Cardamons ... ... ,,	...	...	...	...	97·45	1,949	97·45	1,949	462	17 9
Cassia ... ... ,,	...	...	...	...	41·77	835	41·77	835	198	6 3
Charcoal ... ... ,,	...	...	...	...	1,544·98	1,159	1,544·98	1,159	275	5 3
Chestnuts, water ... ... ,,	621·97	2,007	...	...	...	...	621·97	2,007	476	13 3
China root ... ... ,,	...	...	...	...	1,845·73	5,537	1,845·73	5,537	1,315	0 9
Chinaware, coarse... ... ... ,,	12,458	58,794	...	...	12,459·83	58,795	23,517·82	117,589	27,927	7 9
Coir, fibre ... ... ,,	...	...	...	...	47·17	424	47·17	424	100	14 0
Copper, old... ... ... ,,	...	...	16·83	387	...	...	16·83	387	91	18 3
Cobler shells ... ... number	...	...	...	...	36,674	1,284	...	1,284	304	19 0
Dates ... ... piculs	79·86	439	...	...	...	...	79·86	439	104	5 3
Earthenware ... ... ,,	1,074·09	1,659	...	...	1,068·32	1,654	2,142·41	3,213	763	1 9
Fans, paper ... ... number	8,200	2,050	...	...	57,598	11,109	...	13,159	3,125	5 3
Fire crackers ... ... piculs	91·78	1,468	...	...	...	...	91·78	1,468	348	13 0
Fire-wood ... ... ,,	...	...	...	...	3,411·48	1,194	3,411·48	1,194	283	11 6
Fish, dried and salted ... ... ,,	415·34	2,322	...	...	1,560·52	2,322	1,975·86	10,112	2,401	12 0
,, maws ... ... ,,	...	...	...	...	3	135	3	135	32	1 3
Fruits, dried and salt ... ... ,,	739·23	2,218	...	...	1,479·38	4,438	2,218·61	6,656	1,580	16 0
Galangal ... ... ,,	...	...	...	...	146·67	660	146·67	660	156	15 0
Ginger ... ... ,,	76·46	230	...	...	1,078·80	3,236	1,155·26	3,466	823	3 6
Grass-cloth ... ... ,,	...	...	...	...	...	...	57·43	2,459	584	0 3
,, coarse... ... ... ,,	...	...	...	...	...	...	1,073·64	64,294	15,269	16 0
Hemp ... ... ,,	...	...	...	...	307·13	9,213	307·13	9,213	2,188	1 9
,, thread ... ... ,,	62·75	1,569	...	...	251·11	6,277	313·86	7,846	1,863	8 6
Horns, buffalo ... ... ,,	...	...	268·25	5,365	...	...	268·25	5,365	1,274	3 9
Ivory, ... ,,	...	...	...	...	474·70	953	474·70	953	226	6 9
Joss-sticks ... ... ,,	230·40	921	...	...	1,152·04	4,608	1,382·44	5,529	1,313	2 9

NOTE.—The picul is equal to 133⅓ lbs. avoirdupois, and the dollar has been calculated at 4s. 9d.

Kittysols	number	13,295		1,833				16,330		2,314		29,625		4,147		984	18	3
Lead, white and red	piculs		10·24		102				39·44		394		49·68		496	118	6	0
Leather	„								364·36		7,287		364·36		7,287	1,731	3	3
Lily-flowers, dried	„		2·51		35								2·51		35	8	6	3
Liquorice	„								10·74		94		10·74		94	22	6	6
Maccaroni	„		476·16		4,761				714·24		7,143		1,190·40		11,904	2,827	4	0
Medicine, Chinese	„		476		4,662				951·90		9,324		1,427·90		13,986	3,321	13	6
Melon-seeds	„		20·77		104								20·77		104	24	14	0
Nut-galls	„								27·34		355		27·34		355	84	6	3
Olives	„		370·89		1,112	19·38	58		722·40		2,168		1,112·67		3,338	792	15	6
Oranges	„		1,756·60		4,386	610·	1,525		683·20		1,713		3,049·80		7,624	1,810	14	0
Paper	„		14,122·46		38,332				70,612·33		172,781		84,734·79		210,113	49,901	16	9
Pease	„					581·893			197·09				779·02		1,480	351	10	0
Peel, orange	„								607·62		1,215		607·62		1,215	288	11	3
Pickles	„								82·30		664		82·30		664	157	6	0
Potash	„		6·68						312·85				319·53		1,757	417	5	9
Potatoes, sweet	„												3,102·22		1,551	368	7	3
„ flour	„												14,872·98		44,619	10,597	0	3
Prawns, dried	„								116·42		1,746		116·42		1,746	414	13	6
Preserves	„												1,877·89		18,779	4,460	0	3
Pumeloes	„		85·88		257								85·88		257	61	0	9
Rattan-ware, pillows, &c.	„								54·41		544		54·41		544	129	4	0
Rice	„								18,457·90		55,677		18,457·98		55,677	13,223	5	9
Resin	„								438·15		1,314		438·15		1,314	312	1	6
Seeds, vegetable	„		381·81		1,718								381·81		1,718	408	0	6
Shoes	pairs	6,554		13,409				19,662		40,230		26,216		53,639		12,739	5	3
Sugar, brown	piculs	1,998		5,994				236,081·85		944,327		238,079·85		950,321		226,701	4	9
„ white	„							204,926·18		1,434,495		204,926·18		1,434,495		340,692	11	3
Tea oil	„							13·49		142		13·49		142		42	11	0
Tea, black	„							218·93		3,275		218·93		3,275		777	16	3
Tiles, flooring	number	108,237		325								108,237		325		77	3	9
Tobacco	piculs	1,228·63		36,859				6,143·22		184,296		7,371·85		221,155		52,524	6	3
„ unmanufactured	„							380·76		3,236		380·76		3,236		768	11	0
Turmeric	„							60·40		242		60 40		242		57	9	6
Varnish	„		165·85		6,634							165·85		6,634		1,575	11	6
Vegetables, salt, dried, &c.	„		1,016·74		3,050			7,117·20		21,352		8,133·94		24,402		5,795	9	6
Vermicelli	„											138·79		1,388		329	13	0
Vinegar	„		656·86		1,975				218·95		652		875·81		2,627		623	18	3
Woods—																			
Fragrant	„								4·16		41		4·16		41		9	14	9
Sapan	„								238·11		952		238·11		952		226	2	0
Beams, spars, &c.	number	630		500				20,090		9,860		20,720		10,360		2,460	10	0
Total Value of Export Trade																808,069	11	0

Her Majesty's Consulate, Swatow, December 31, 1863.

(Signed) G. W. CAINE, *Consul.*

Inclosure 5 in No. 3.

RETURN of Imports of Foreign Goods in Chinese Lorchas, at the Port of Swatow, during the year 1863.

Names of Articles.	Quantities.	Value.			
		Dollars.	£	s.	d.
Malwa opium	·98 piculs	735	174	11	3
Patna do. . ..	90·48 „	53,279	12,653	15	3
Opium skins..	1·31 „	2	0	9	6
Cotton	22·71 „	523	124	4	3
„ yarn	42·00 „	2,730	648	7	6
Birds' nests	11·68 „	292	69	7	0
Copper	1·13 „	39	9	5	3
Lead	87·71 „	702	166	14	6
Iron nail-rod	2,248·01 „	6,822	1,620	4	6
Tin	337·34 „	11,132	2,643	17	0
Blankets	2 pieces	4	0	19	0
Camlets	18 „	324	76	19	0
Drills	10 „	70	16	12	6
Dyed cottons	161 „	724	171	19	0
Handkerchiefs	48 „	8	1	18	0
Lastings	10 „	180	42	15	0
Long ells	236 „	2,360	560	10	0
Shirtings, grey	1,781 „	8,015	1,903	11	3
„ white	249 „	1,494	353	16	6
Spanish stripes	21 „	420	99	15	0
T-cloths	724 „	2,896	687	16	0
Velvets	1 „	5	1	3	0
Total value ..	.. ..	..	22,029	11	0

Note.—The picul is equal to 133⅓ lbs. avoirdupois; the dollar has been calculated at the rate of 4*s.* 9*d.*

(Signed) G. W. CAINE, *Consul.*

British Consulate, Swatow, December 31, 1863.

No. 4.

Mr. Wade to Earl Russell.—(*Received September* 28.)

My Lord, *Peking, July* 25, 1864.

I HAVE the honour to forward herewith the Trade Returns from Her Majesty's Consulate at Kew-keang for the year 1863.

I have, &c.

(Signed) THOMAS FRANCIS WADE.

Inclosure in No. 4.

Report by Vice-Consul Hughes on the Trade of Kew-keang during 1863.

Shipping and Navigation.

THE year opened with favourable prospects for river-steamers of a desirable class, there being few such vessels running at the time, and cargo offering freely. The rate of freight to Shanghae during January and February ranged from 7 taels to 9 taels per ton of 40 cubic feet; but during March, in consequence of lighter shipments, it fell to 4 taels. After that period steamers of large-carrying capacity were continually arriving from America, and these additions to the tonnage on the river led to farther reduction in rates. Accordingly, during the closing months of the year, the rate varied from 2 taels to 2½ taels and 3 taels

per ton. The preference for vessels built after the model of American river-steamers is still manifested. The peculiar fitness of these boats for river work, to which reference was made in my Report of last year, becomes daily more apparent. So far as steamers are concerned, the English flag is now represented by only two vessels, one of which, the "Fusi-Yama," was built in Shanghae, but had her boilers, machinery, and fittings sent from America; the other, the "Express," was built in Glasgow, partly, at least, after the American model. The tonnage of British and American vessels which arrived at Kew-keang during the year 1863 amounted to 348,347 tons. There were also a few native-built boats under the French flag.

Trade and Commerce.

Exports.

Tea.—The quantity of black tea exported during the year 1863 considerably exceeds that of the previous year. This increase does not arise from the growth of larger crops, but from the diversion from Hankow of teas grown in districts more easily accessible from this port. When the river was first opened to trade, the teas were sent to Hankow, because a greater number of foreign buyers were at that place, and in consequence it presented a larger market to the native dealers. The increase of resident merchants in Kew-keang has in turn attracted the teas to their natural port. It may reasonably be expected that the Ningchow teas, for instance, will hereafter almost invariably find their way to Kew-keang, as also some of the tea which, though grown in the Province of Hoopeh (Oopak), is produced in districts easily accessible from this port.

The crop of green tea is smaller this season (1863-64) than last. This result is attributable in part to unfavourable weather during the packing season, but mainly to inroads of rebels from cities around Nanking into the Hwuy-chow (Fychow) tea districts, which led to the destruction of a large quantity of leaf, and in some instances to the abandonment of extensive tracts covered with the trees, until it was too late to pack the teas for this season.

Compared with the tea season, June 1862 to June 1863, it is expected that the season ending June 1864 will show a considerable falling off, and this expectation has tended to raise prices. On the other hand, the export of the year ending 31st December, 1863, exceeds that of 1862.

The following statement has been supplied by the gentlemen in charge of the Chinese Customs at this port:—

AMOUNT of Tea Exported from Kew-keang to Shanghae during the Year ended December 31, 1863.

Description.	In British Vessels.	In American Vessels.	Total.
	Lbs.	Lbs.	Lbs.
Green	5,034,965	10,689,149	15,724,114
Black	4,903,728	4,914,880	9,818,608
Leaf	278,550	606,684	885,234
Total	10,217,243	16,210,713	26,427,956

Last year (1862) there were no foreigners engaged in the collection of the duties, and it was difficult to obtain accurate Returns. The approximate estimates given in my Report for 1862 I have since had reason to believe erred on the side of excess; so that the increase on the export of tea in 1863, as compared with 1862, may be safely set down as not less than 5,000,000*l.*

Of the three kinds of tea enumerated, the black and green teas are

intended for export to foreign countries from Shanghae; while the leaf is chiefly used for native consumption.

Paper continued to be largely exported during 1863.

From the proximity of this place to the pottery districts, china ware will always be one of its staple articles of trade. Hemp, tobacco, tallow, and dye colours are among the miscellaneous products frequently shipped to Shanghae. As the Customs Returns, when completed, will furnish accurate statistics, merely approximate estimates need not now be given.

Imports.—Upwards of 2,000 chests of Malwa opium were imported during 1863. Transactions in cotton goods have been very unsatisfactory, in consequence of the extreme range of prices demanded by foreign merchants. In the beginning of the year grey shirtings were quoted at 3 taels; they are now at $3\frac{9}{10}$ taels per piece. But, in fact, the country surrounding Kewkeang is still too poor to be a good market for foreign goods. It is only just commencing to recover from the devastations of the rebels and of the Imperialist braves who infested this neighbourhood a few years since.

During the first six months of the year (1st January to 30th June) the imports of grey shirtings were—

In English vessels	34,004 pieces.
In American vessels	34,882 „
	68,886 pieces.

During the last six months none, it is believed, were imported in British vessels, and not much more than 13,000 pieces in American vessels. The falling off in the import of grey shirtings and other cotton manufactures during the last half of the year is attributable in part to the better position of the Shanghae market, and partly also to the greater demand which always exists for these goods during the spring and summer.

The import trade in coast and Japanese products, such as sugar, seaweed, &c., is also increasing.

Copper cash continued to be largely imported. The amount imported in 1863, in vessels under foreign flags, cannot have fallen far short of 2,500 tons weight.

Currency.—The tael weight of silver is the standard of value in commercial transactions here as elsewhere in China. Dollars are not in favour. At present $95\frac{43}{100}$ Kew-keang taels are equal to 100 Shanghae taels. The tael used in the purchase of land is $2\frac{1}{2}$ per cent. more than that used in ordinary commerce, and the Haekuan or Government tael, in which duties are paid, is of still higher value; 100 Haekuan taels are equal to $106\frac{31}{100}$ Kew-keang taels.

There is no bank yet established in Kew-keang, and as almost all the trade is with Shanghae, the rates of exchange upon England cannot be given. On an average, the Haekuan tael may perhaps be estimated at 7*s.*, and the Kew-keang tael at, say, 6*s.* $6\frac{1}{2}$*d.*

The weights and measures do not materially differ from those which are in use in other parts of China.

General Remarks.—The total amount of duties received during 1863 at the Chinese Custom-house under foreign management is—

Quarter ending	Exports.	Imports.	Coast Trade.	Tonnage.
	H. Taels.	H. Taels.	H. Taels.	H. Taels.
31st March	135,149·414	162·233	66,159·264	262·1
30th June	99,491·501	..	45,466 431	4·1
30th September ..	136,534·357	..	68,269·524	1,719·4
31st December	213,152·690	..	106,508·859	867·3
	579,327·962	162·233	286,404·078	2,852·9

Amounting in all to 868,747·173 taels, which at 7*s.* per tael equal 304,061*l.* 10*s.* 3*d.*

The import duties, it may be remarked, are usually paid in Shanghae.

The general business of the port has greatly increased during the year. Ten British and three American firms have branch establishments there, and in addition there are three British local firms. Several large houses, godowns, &c., have been built within the British concession. The Chinese city and suburbs have also undergone a great change; numbers of handsome shops have been erected, and the Canton storekeepers, of whom several have established themselves, are doing some good to trade by popularizing the taste for articles of foreign manufacture.

The chief obstacles to the development of foreign commerce offered by the Chinese authorities are, their failure to carry out honestly the Tariff regulation respecting trade in the interior under transit passes, and their unwillingness to open the Poyang Lake.

With regard to the first of these obstacles, it is found that the authorities of the Province of Hoopeh do not recognize passes issued in this province; consequently a merchant has to pay all local dues, as if his produce belonged to a native, and applications have in vain been made to the Chinese authorities for a refund of the amount paid in excess of legal transit duty. Worse than this is the case in this province, and in that of Ganhwuy, where the passes are recognized; but before the tea is allowed to be put into the junks to be conveyed to Kew-keang from the tea districts, a tax of taels $1\frac{2\,5}{1\,0\,0}$ per picul in some cases, in others of taels $1\frac{4}{1\,0}$ is levied ostensibly upon the native dealer, but really on the foreign merchant, who has also to pay the transit duty of taels $1\frac{2\,5}{1\,0\,0}$ per picul on the arrival of the tea at Kew-keang. The Treaty transit passes are now practically abolished, as the merchant finds it his interest to have the tea brought from the place of production as Chinese property, or to give up trade in the interior altogether, and purchase produce at the ports of trade. Practically this state of things works well enough at present, but the objections to it are that it leaves merchants to some extent at the mercy of the mandarins, and does away with the protection provided by Treaty against extortionate charges in the interior upon goods belonging to British subjects.

Endeavours have been made by private individuals to induce the Chinse authorities to consent to the employment of steamers on the Poyang Lake, but without effect. There is no doubt but that the measure would be attended with great beneficial results. The shallowness of the greater portion of the lake, and the narrowness of the navigable channels which traverse it, will always prevent the employment of any but very small steamers, which, though adapted for the short trip between places on the lake and Kew-keang, could not be employed with profit for direct communication with Shanghae. At present, boats laden with tea often remain wind-bound for weeks in the lake; if permission were given by the authorities, these boats could be towed to Kew-keang in a few hours. Rapid and direct communication with the green-tea districts and the potteries near the south-east border of the lake, and with Woo-ching, would confer great benefits upon both the native and foreign trader. Woo-ching is the most important mart for foreign manufactures in this province; it is also the spot at which the Ningchow teas from one direction, and the Hokow teas from another, are, when on their way to Kew-keang, transhipped into junks fitted by their size to cross the lake with safety.

The steam navigation of the lake has been noticed as a subject which well deserves attention in connection with the trade of Kew-keang. The

project which must sooner or later be carried into effect, seems to be the most natural and feasible means of increasing the prosperity of this port.

British Consulate, Kew-keang, January 15, 1864.

No. 5.

Mr. Wade to Earl Russell.—(Received September 28.)

My Lord, *Peking, July* 25, 1864.

I HAVE the honour to inclose herewith to your Lordship Consul Robertson's Report on the trade of Canton, together with the returns for the year 1863.

I have, &c.
(Signed) THOMAS FRANCIS WADE.

Inclosure 1 in No. 5.

Report on the Foreign Trade at the Port of Canton for the year 1863.

THE Returns annexed to this Report are as follows:—

No. 1. A return of the British shipping at the port of Canton in the year 1863, showing the direct trade in British vessels to and from Great Britain and British colonies.

No. 2. A return of the British and foreign shipping at the port of Canton during the year 1863.

No. 3. A return of the foreign (other than British) shipping at the port of Canton, during the year 1863.

No. 4. A synoptical return of the import trade at Canton during the year 1863, and contrasting the same with the value of the imports in 1862.

No. 5. A synoptical return of the export trade at Canton during the year 1863, and contrasting the same with the value of the exports in 1862.

These returns, like those of the preceding year, have been compiled from the Custom-house Reports, and in so far may be considered as correct; but they must not be assumed as representing the actual trade of this portion of the Chinese Empire, from the fact that a very large business in foreign manufactures and opium is done at the British colony of Hong Kong, and the goods and produce there purchased are conveyed chiefly down the coast, and being landed at the numerous towns, or carried up the rivers, find their way into the interior in all directions. To obtain therefore a true estimate of the amount and value of foreign trade with this part of China would require returns from all these various places, which is simply impossible. The position may be shown in very few words. On a coast line of nearly 700 miles, studded with bays, harbours, cities, and towns, and with rivers such as that called the West River, penetrating far into the interior, there is one Treaty port, Canton, and an open and free mart, the colony of Hong Kong. It is but reasonable therefore that if Chinese traders can purchase goods at Hong Kong and land them on the coast, they will not pass them through the foreign Custom-house at Canton, but will ship them direct to their destination. The same may be said with regard to exports from these places. Hence it follows that no estimate can be formed of the foreign trade in this part of China from the published Canton Custom-house Returns, for they represent a local trade only.

A comparison of the returns of the past with the preceding year will show a decrease generally in the trade of the port, but by no means to the extent anticipated. To begin with—

Imports.—The total value in sterling for the year 1863 is estimated at 2,281,354*l.* against 2,412,515*l.* in 1862, showing a decrease amounting to the sum of 131,161*l.* in the past year's trade.

As regards the causes of this decrease, the falling off must be attributed as much to failure in supply as to failure in demand; the rise in piece goods, owing to the American supply of raw cotton ceasing, having brought the foreign into competition with the native manufactures, and as the Chinese prefer the latter, from being heavier and of more lasting qualities, they abandon the former the moment its price places it beyond the denomination of being a cheap article for clothing.

Compare, for instance, the imports of cotton-manufactured goods for the two preceding years—

		1862.	1863.
American drills	pieces	30,965	2,196
Shirtings, grey	„	126,529	48,829
„ white	„	49,788	44,695
T-cloths, 36 yards	„	4,570	6,055
„ 24 „	„	20,601	28,802
Cottons :—			
Dyed, figured and plain ..	„	21,627	20,100
Damasks	„	3,667	3,006
Printed	„	11,382	15,812
Muslins	„	510	1,984
Handkerchiefs	dozens	28,057	27,121
Velveteens	pieces	1,711	4,813
Velvets	„	1,060	2,625
Yarn	piculs	20,334	14,819
Bombay raw	„	35,928	488

and a large deficiency in plain goods will appear, and particularly in the article of Bombay raw cotton, whilst in fancy goods the difference is rather in favour of 1863. This latter may be accounted for in the heavy stocks on the manufacturers' hands, which rendered their going off beneficially to the holders, and therefore the prices were not affected in a ratio proportionate to that of the plain manufacturers.

But take the imports of woollen manufactures :—

		1862.	1863.
Blankets	pairs	3,510	3,849
Broad cloths	pieces	157	148
Camlets, English	„	3,993	4,331
„ Dutch	„	610	697
„ imitation	„	644	1,761
Habit and medium cloths ..	„	566	1,496
Flannels	„	271	352
Lastings	„	3,441	4,641
Long ells	„	8,660	11,863
Spanish stripes	„	9,007	7,448
Woollen and cotton mixtures ..	„	8,769	5,769

It will be seen that the balance is in favour generally for 1863, and this arises from the fact that wool has not been subjected to the fluctuations of raw cotton or deficiency in supply, and therefore, if anything, there has been an improvement and not a deficiency in this branch of the import trade.

The result of these comparisons tends to show that the decrease in the value of the import trade of 1863, viz., 131,161*l.* sterling is owing as much to foreign as to native influences, and that under such circumstances the past two or three years will afford no criterion of the capabilities of Canton as a mart for foreign manufactures.

The import of opium in 1863 as compared with 1862 differs in amount but little. The temptation to smuggle so valuable an article and the facilities the coast affords for that purpose are so great, that in all probability what passes through the Canton Custom-house is for local consumption only, and so it will be until the Chinese authorities establish a preventive service.

Exports.—The value of this trade may be taken at 3,862,039*l.* against 4,060,746*l.* sterling in 1862, showing a decrease of 198,707*l.* sterling. This may chiefly be attributed to the short supplies of teas, the export in 1863 being less than in 1862 by at least 7,418,890 lbs., but less though it be, it is more than was anticipated, the opinion being at the close of last season that little or no teas would come again to Canton; but notwithstanding this, not only did they come down, but the teamen held out for high rates and generally obtained them.

As regards silk, the export of the two years 1862 and 1863 is much on a par.

Of a trade, stationary as this is, there is little to be said. Hong Kong is doubtless a formidable rival to Canton, because, as before observed, it is a free port and a depôt for the neighbouring coast of China, but Hong Kong produces nothing and consumes nothing, and it is to the interior provinces we must look for both. At present the disordered state of the Empire paralyzes its capabilities, and the necessity of raising a revenue to meet its war expenditure presses heavily on the people, but it is to be hoped, and indeed there is every prospect of an improvement in this state of affairs, and with internal peace will come a development of those mercantile energies which are now only in abeyance and not extinguished. For, seeing that the Province of Kwang-tung alone comprises an area of 79,456 square miles, with a population of above 20,000,000, the adjoining one of Kwang-si 78,250 square miles, with a population of above 8,000,000, Sze-chum, bordering on the latter, 166,800 square miles, and a population of 22,000,000, and Hu-nan, immediately adjoining that of Kwang-tung, 74,320 square miles, with a population of 19,000,000, showing a total of 398,826 square miles, and a population of 69,000,000 of inhabitants, it may be safely assumed that our trade with these alone, independent of the other portions of this vast empire, is as yet undeveloped, and their capabilities of production and consumption unknown. It is true that the ports of Hankow and Foo-Chow have withdrawn from that of Canton the chief trade in teas, and on the other hand foreign events have swept away from it the great trade in raw cotton which formerly existed, but Canton has seen its worst, and what it is this year it will probably be next, neither better nor worse, unless peace in the West, and peace in the empire follow, and then indeed there is a hopeful future before it, rich in promises and certain in results.

(Signed) D. B. ROBERTSON, *Consul.*

British Consulate, Canton, June 20, 1864.

(No. 1.)—RETURN of British Shipping at the Port of Canton in the year 1863.

Direct Trade, in British Vessels, to and from Great Britain and British Colonies.

Countries.	ENTERED.							CLEARED.						
	Total Number of Vessels, including River Steamers and Lorchas.			Total Tonnage.			No. of Men, inclusive of River Steamers and Lorchas.	Total Number of Vessels, including River Steamers and Lorchas.			Total Tonnage.			No. of Men, inclusive of River Steamers and Lorchas.
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.	
Great Britain	..	..	..	..	..	..	..	25	..	25	15,244	..	15,244	437
Colonies, chiefly Hong Kong ..	46	64	110	22,023	26,192	48,215	1,090	20	42	62	12,304	19,935	32,239	1,613
Indirect or Carrying Trade, in British Vessels, from and to other Countries.														
Treaty Ports, China ..	2	..	2	672	..	672	25	18	..	18	10,585	..	10,585	505
Macao	..	2	2	..	518	518	72	1	..	1	216	..	216	11
South America	..	..	..	..	..	..	..	1	..	1	481	..	481	18
Manila	..	..	..	..	..	..	..	1	..	1	663	..	663	19
West Coast	..	3	3	..	555	555	80	5	..	5	974	..	974	82
Total	48	69	117	22,695	27,265	49,960	1,267	71	42	113	40,467	19,935	60,402	2,685

British Consulate, Canton, June 20, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 2.)—RETURN of British and Foreign Shipping at the Port of Canton during the Year ended 31st December, 1863.

Nationality of Vessels.	ENTERED.						CLEARED.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	39	21,335	57	36,090	96	57,425	62	38,301	33	18,584	95	56,885
River steamers and lorchas	143	19,269	24	2,993	167	22,262	151	20,189	16	2,073	167	22,262
American	4	3,369	23	16,196	27	19,575	6	4,459	22	15,509	28	19,968
River steamers	411	162,709	69	9,559	480	172,268	479	172,170	1	98	480	172,268
Sundry nations	47	12,632	50	16,368	97	29,000	75	20,924	22	7,811	97	28,735
	644	219,314	223	81,206	867	300,520	773	256,043	94	44,075	867	300,118

British Consulate, Canton, June 20, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 3.)—RETURN of Foreign Shipping at the Port of Canton during the Year ended 31st December, 1863.

Nationality of Vessels.	ENTERED.						CLEARED.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American	4	3,369	23	16,196	27	19,565	6	4,459	22	15,509	28	19,968
River steamers	411	162,709	69	9,559	480	172,268	479	172,170	1	98	480	172,268
Sundry vessels	47	12,632	50	16,368	97	29,000	75	20,924	22	7,811	97	28,735
	462	178,710	142	42,123	604	220,833	560	197,553	45	23,418	605	220,971

British Consulate, Canton, June 20, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 4.)—A SYNOPTICAL RETURN of the Foreign Trade at the Port of Canton during the Year ended the 31st December, 1863.

IMPORTS.

Denomination of Goods.	From Great Britain and British Possessions, except Hong Kong.		From Hong Kong, in River Steamers and Lorchas.		From America.		From sundry Nations, viz., Hamburg, Prussia, Portugal, and Norway.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value	Quantities.	Value.
	Pic. cat.	Dolls.	Piculs cat.	Dolls.	Pic. cat.	Dolls.	Pic. cat.	Dolls.	Pic. cat.	Dolls.
Cotton piece-goods—										
Drills, American	...	...	2,196 0	15,391	...	...	...	...	2,196 0	15,391
Shirtings, grey 7,000 pieces	...	...	48,530 0	194,327	...	...	299 0	1,106	48,829 0	195,433
„ white	...	...	44,195 0	190,876	...	...	500 0	2,000	44,695 0	192,876
T-cloths, 36 yards 1,000 pieces	...	...	6,055 0	24,262	...	...	...	...	6,055 0	24,262
„ 24 „	...	...	28,802 0	76,623	...	...	...	...	28,802 0	76,623
Cottons—										
Dyed, figured, plain	...	...	20,100 0	85,392	...	...	...	...	20,100 0	85,392
Blue mottles	...	...	4,272 0	12,696	...	...	...	...	4,272 0	12,696
Damasks	...	...	3,006 0	22,110	...	...	...	...	3,006 0	22,110
Printed	...	...	15,812 0	41,048	...	...	...	...	15,812 0	41,048
Muslins	...	...	1,984 0	2,503	...	...	...	...	1,984 0	2,503
Handkerchiefs dozens	...	...	27,121 0	35,786	...	...	...	...	27,121 0	35,786
Velveteens	...	...	4,813 0	43,745	...	...	...	...	4,813 0	43,745
Cotton velvets	...	...	2,625 0	22,522	...	...	...	...	2,625 0	22,522
Yarn	...	...	14,681 84	1,096,373	...	...	...	...	14,819 84	1,106,171
Cotton, Bombay raw	138 0	2,798	488 27	10,022	...	...	...	...	488 27	10,022
Woollen manufactures—										
Blankets	...	...	3,849½ 0	24,198	...	...	...	...	3,849½ 0	24,198
Broad cloths	...	...	148 0	8,436	...	...	...	...	148 0	8,436
Camlets, English	...	...	4,331 0	83,593	...	...	...	...	4,331 0	83,593
„ Dutch	...	...	697 0	19,661	...	...	...	...	697 0	19,661
„ imitation	...	...	1,761 0	13,831	...	...	...	...	1,761 0	13,831
Flannels	...	...	352 0	7,094	...	...	...	...	352 0	7,094
Habit and medium cloths	...	...	1,496 0	66,014	...	...	...	...	1,496 0	66,014
Lastings	...	...	4,641 0	74,785	...	...	...	...	4,641 0	74,785
Long ells	...	...	11,863 0	106,143	...	...	...	...	11,863 0	106,143
Spanish stripes	261 0	5,013	7,187 0	136,320	...	...	...	...	7,448 0	141,333
Woollen and cotton mixtures	...	...	5,769 0	39,502	...	...	...	...	5,769 0	39,502
Metals—										
Copper manufactures, &c. piculs	...	...	59 89	2,156	...	...	...	...	59 89	2,156
Iron ditto „	18,367 70	51,105	5,451 18	15,807	...	...	6,164 11	17,309	29,991 99	844,221
Lead „	24,807 46	190,547	28,035 28	217,919	1,477 62	11,821	6,335 53	47,981	60,655 89	468,268

Denomination of Goods.	From Great Britain and British Possessions, except Hong Kong.		From Hong Kong, in River Steamers and Lorchas.		From America.		From Sundry Nations, viz., Hamburg, Prussia, Portugal, and Norway.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
	Pic. cat.	Dolls.	Pic. cat.	Dolls.	Pic. cat.	Dolls.	Pic. cat.	Dolls.	Pic. cat.	Dolls.
Quicksilver ... ... ,,	11 34	771	4,042 98	169,106	...	...	...	...	4,054 32	169,877
Spelter ... ... ,,	...	...	...	...	...	...	808 67	5,418	808 67	5,418
Steel ... ... ,,	...	...	646 13	646	...	...	883 76	7,349	1,529 89	7,995
Tin ... ... ,,	420 0	11,760	390 66	15,799	...	...	...	...	810 66	27,559
Tin plates ... ... ,,	...	...	669 96	3,913	...	...	168 0	1,310	837 96	5,225
Opium—										
Malwa	...	...	1,775 80	1,193,655	...	...	...	...	1,775 80	1,193,655
Patna	...	...	2,036 69	1,096,579	...	...	...	...	2,036 69	1,096,579
										5,532,123
Chinese cargoes and miscellaneous articles, chiefly belonging to the coast and carrying trade, in foreign bottoms	...	...	...	...	...	...	...	...	...	3,973,162
										9,505,285

		£
1863.	Total Value of the Import Trade in sterling, at 4*s.* 9½*d.* (about)	2,281,354
1862.	Ditto ditto at 4*s.* 7*d.* (about)	2,412,515
	Decrease in Import Trade, 1863	131,161

British Consulate, Canton, June 20, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 5.)—A Synoptical Return of the Foreign Trade at the Port of Canton during the Year ending the 31st December, 1863.

EXPORTS.

Description of Goods.	To Great Britain and British Possessions, except Hong Kong.		To Hong Kong in River Steamers and Lorchas.		To America.		To Sundry Nations, viz., Hamburg, Danish, Bremen, Oldenburg, and Prussia.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.
Tea—										
Black ... ... lbs.	14,713,519 0	3,378,094	1,514,266 0	343,368	223,208 0	52,104	1,606,598 0	360,890	18,057,591 0	4,134,456
Green ... ... „	3,048,033 0	694,038	1,246,262 0	274,668	1,338,309 0	352,429	787,216 0	206,677	6,419,820 0	1,527,812
Silk—										
Raw ... ... pieces	165 0	7,380	137 14	2,183,284	17 64	7,497	87 64	37,247	5,408 02	2,235,408
Thrown ... ... „	...	...	296 12	125,851	...	...	...	...	296 12	125,851
Coarse ... ... „	44 0	399	3,870 12	373,602	...	...	...	...	3,914 12	374,001
Refuse ... ... „	695 61	31,302	0 10	5	...	...	...	...	695 71	31,307
Cocoon ... ... „	...	...	...	...	...	...	...	...	...	...
Cotton—										
Raw, Bombay	...	...	...	...	...	...	...	...	...	...
China	...	...	937 50	25,313	...	...	0 97	26	938 47	25,339
		4,111,213		3,326,091		412,030		604,840		8,454,174
Chinese cargoes and miscellaneous articles, chiefly belonging to the coast and carrying trade in foreign bottoms	...	...	...	...	...	...	...	...		7,628,888
										16,083,062

		£
1863.	Total Value of Export Trade at Canton, in sterling, at 4*s.* 9½*d.* (about)	3,862,039
1862.	Ditto ditto ditto at 4*s.* 7*d.* (about)	4,060,746
	Decrease in the Export of Canton in 1863	198,707

British Consulate, Canton, June 20, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

RETURN of the Import Trade at the Port of Canton, for the Half-Year ended 30th June, 1863.

Description of Goods.	In 19 British Vessels. Aggregate Tonnage, 10,668.		In 4 American Vessels. Aggregate Tonnage, 3,369.		In 23 Sundry Vessels. Aggregate Tonnage, 6,715.		In River Steamers and Lorchas, in 257 Passages. Aggregate Tonnage, 74,210.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Cotton piece goods—											
Drills, American	..	..	..	..	..	..	883	..	883	..	5,740
Shirtings, grey	..	..	..	..	299	..	31,159	..	31,548	..	116,395
,, white	..	..	..	..	500	..	22,509	..	23,009	..	92,036
T-cloths, 36 yards	..	..	..	..	..	..	805	..	805	..	2,737
,, 24 yards	..	..	..	..	..	..	20,148	..	20,148	..	49,363
Cottons—											
Blue mottles	..	..	..	..	..	..	2,136	..	2,136	..	6,348
Dyed, figured, and plain	..	..	..	..	299	..	7,226	..	7,226	..	27,459
Damasks	..	..	..	..	500	..	1,140	..	1,140	..	7,182
Handkerchiefs	..	dozen	..	..	..	..	16,551	..	16,551	..	21,516
Muslins	..	..	..	..	..	..	1,531	..	1,531	..	1,914
Printed	..	..	..	..	..	..	7,996	..	7,996	..	17,991
Velveteens	..	..	..	..	..	..	1,754	..	1,754	..	13,155
Velvets	..	..	..	..	..	..	836	..	836	..	7,942
Yarns	..	..	..	138 0	..	..	..	8,685 99	..	8,323 99	626,503
Cotton, Bombay	..	..	..	..	..	..	..	475 80	..	475 80	9,754
Elastic goods	..	dozen	..	..	..	..	76	..	76	..	348
Ginseng, clarified	..	..	..	..	..	10 79	..	624 17	..	634 96	92,069
,, crude	..	..	..	..	..	79 16	..	851 57	..	930 73	102,380
Glass, broken	..	..	..	..	..	..	..	50 54	..	50 54	177
,, plate and window	..	sq. feet	..	..	189,200	..	482	..	189,682	..	6,734
Linen	..	..	..	..	..	..	43	..	43	..	430
Looking glasses	..	..	..	..	..	..	51	..	51	..	75
Matches	..	dozen	..	..	..	..	20,689	..	20,689	..	1,881
Metals—											
Copper, manufactured, as in sheets, rods, and nails	..	..	..	..	..	..	..	59 89	..	59 80	2,156
Iron, manufactured, as in sheets, rods, and nails	..	..	..	12,331 61	..	..	..	3,832 36	..	2,479 92	..	18,643 89	48,474
Lead, in pigs	..	..	..	8,983 67	..	1,477 62	..	928 95	..	15,310 65	..	26,700 89	213,607
Quicksilver	..	..	..	..	..	..	..	..	..	1,919 15	..	1,919 15	124,745
Steel	..	..	..	210 0	..	..	..	791 36	..	1 68	..	1,003 4	8,426
Tin	..	..	..	..	..	..	..	..	..	368 49	..	368 49	10,502
Tin-plates	..	..	..	..	..	168 0	..	..	..	501 96	..	669 96	5,226
Musical boxes	..	..	..	..	..	..	..	..	1,490	..	1,490	..	4,507

Watch glasses	packages	..	..	..	..	..	..	..	6,480	..	6,480	..			
,, springs, tools, &c. ..	..	..	..	..	..	..	..	..							
Woollen manufactures—															
Blankets	pairs	..	..	..	..	..	..	..	2,202	..	2,202	..			14,313
Broad cloths	..	..	..	..	..	..	..	..	148	..	148	..			8,436
Camlets, Dutch	..	..	..	..	..	..	..	..	421	..	421	..			12,209
,, English	..	..	..	..	..	..	..	..	2,018	..	2,018	..			37,333
,, Imitation	..	..	..	..	..	..	..	..	515	..	515	..			3,863
Flannels	..	..	..	..	..	..	..	..	75	..	75	..			1,275
Habit and medium cloth	..	..	..	..	..	..	..	..	190	..	190	..			8,550
Lastings	..	..	..	..	..	..	..	..	2,524	..	2,524	..			40,384
Long ells	..	..	..	..	..	..	..	..	4,682	..	4,682	..			43,309
Spanish stripes ..	..	216	..	..	..	..	..	..	2,488	..	2,704	..			52,052
Woollen and cotton mixtures	..	..	..	..	..	..	..	..	3,524	..	3,524	..			23,787
Amber	..	..	..	..	..	..	..	..	..	101 10	..	101 10			26,410
,, beads	..	..	..	..	..	..	..	..	..	0 24	..	0 24			434
Bamboo shoots	..	..	..	..	..	..	..	..	..	105 96	..	105 96			1,916
,, ware	..	..	..	..	..	..	0 34	..	..	2 1	..	2 35			141
Betel nut	..	..	..	..	..	..	..	..	..	2 48	..	2 48			7
Birds' nests, 1st ..	..	..	..	..	..	..	..	..	..	4 37	..	4 37			10,488
,, 2nd ..	..	..	..	..	..	..	..	..	..	37 30	..	37 30			54,085
,, 3rd ..	..	..	..	..	..	..	..	..	..	118 26	..	118 26			10,643
Brass buttons, ...	gross	..	..	..	..	..	..	..	1,539	..	1,539	..			2,001
Brass ware	..	..	..	..	..	..	46 84	..	..	164 54	..	211 38			12,683
Camphor	..	..	..	..	..	..	..	..	..	12 63	..	12 63			404
,, baroos, clean ..	..	..	..	..	..	..	..	..	..	2 27	..	2 27			7,037
,, ,, refuse ..	..	..	..	..	..	..	..	..	..	8 95	..	8 95			17,900
Caps, felt	..	..	..	..	..	..	..	..	419	..	419	..			105
Cardamoms, inferior ..	..	..	..	..	..	..	..	..	..	15 11	..	15 11			212
,, superior ..	..	..	..	..	..	..	..	..	..	87 68	..	87 68			6,313
Carpets . ..	..	..	..	..	..	350	..	..	769	..	1,119	..			1,567
Chinaware, coarse ..	..	..	..	..	..	..	..	..	..	5 12	..	5 12			108
,, fine	..	..	..	..	..	..	0 62	..	..	2 12	..	2 74			170
Cinnamon	..	..	..	..	..	..	..	..	..	7 60	..	7 60			243
Cloves	..	..	..	..	..	..	..	..	..	329 67	..	329 67			4,121
Cochineal	..	..	..	..	..	..	..	..	..	149 83	..	149 83			17,680
Copper, old	..	..	..	..	..	..	..	..	..	19 55	..	19 55			342
Coral fragments	..	..	..	..	..	..	..	..	..	2 95	..	2 95			83
Cornelian beads	..	..	..	..	..	..	..	..	..	35 71	..	35 71			8,213
,, stones	..	..	..	..	..	..	..	..	466,237	..	466,237	..			22,146
Cotton, Japan	..	..	..	..	..	..	218 12	..	..	..	..	218 12			3,708
,, native	..	..	5,537 42	..	..	..	3,029 80	..	..	16,618 93	..	25,186 15			535,206

Description of Goods.	In 19 British Vessels.		In 4 American Vessels.		In 23 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Cotton rags	..	..	..	..	..	..	..	41 30	..	41 30	248
Cow, bezoar	..	..	..	..	..	..	..	0 85	..	0 85	2,210
Crystal..	..	..	..	..	..	..	..	1 64	..	1 64	492
Cuttle fish	..	..	..	..	..	760 39	..	15 96	..	776 35	7,839
Curiosities	..	..	..	..	..	..	221	..	221	..	72
Dates, black	..	..	..	323 34	..	..	..	..	..	323 34	1,875
,, red	..	..	..	..	..	273 98	..	5 50	..	279 48	1,551
Deers' sinews	..	..	..	..	..	..	..	0 35	..	0 35	9
Dye stuff	..	..	..	..	..	..	..	0 27	..	0 27	3,695
Earthenware	..	..	..	..	..	1 30	..	0 27	..	1 57	11
Elephants' teeth, 1st	..	..	..	..	..	..	..	207 91	..	207 91	35,345
,, 2nd	..	..	..	..	..	..	..	32 51	..	32 51	3,088
Eggs, preserved	..	..	..	..	..	..	4,580	..	4,580	..	32
Engravings	..	..	..	..	..	..	100	..	100	..	30
Fans, paper	..	..	..	..	..	..	25,532	..	25,532	..	2,043
Feathers, kingfishers'	..	..	..	..	..	..	28,497	..	28,497	..	3,990
Felt	..	..	..	..	..	3 53	..	..	..	3 53	24
Fish brains	..	..	..	..	..	2 55	..	4 99	..	7 54	1,489
,, shell	..	..	..	..	..	..	..	57 79	..	57 79	1,898
Ginseng, Corean, 1st	..	..	..	..	..	..	..	11 83	..	11 83	20,111
,, native	..	..	..	..	..	..	..	6 87	..	7 20	6,080
Glassware	..	..	..	..	..	..	..	167 90	..	167 90	8,395
Gold thread	..	..	..	..	..	..	..	0 19	..	0 19	618
Grass cloth, coarse	..	..	..	..	..	..	..	0 41	..	0 41	27
,, fine	..	..	..	..	..	..	..	0 17	..	0 17	44
Guano	..	..	..	..	..	15,336 39	..	..	..	15,336 39	23,005
Gum, copal	..	..	..	..	..	..	..	18 16	..	18 16	690
,, myrrh	..	..	..	..	..	..	..	2 93	..	2 93	32
Hair, goats'	..	..	..	..	..	31 68	..	15 51	..	47 19	448
Hams	..	..	..	..	..	..	..	33 7	..	33 7	1,224
Hides, buffalos'	..	48 77	..	..	..	..	..	338 52	..	387 29	3,292
Horns, deers', old	..	..	..	..	..	..	..	1 61	..	1 61	113
,, young .. pairs	..	..	..	..	10	..	2,557	..	2,567	..	82,144
Horns, rhinoceros	..	..	..	..	..	..	..	77 1	..	77 1	5,776
Ivory ware	..	..	..	..	..	..	..	0 18	..	0 18	117
Jade stone	..	..	..	..	..	..	..	24 50	..	24 50	10,547
,, ware	..	..	..	..	..	..	12	..	12	..	208
Lacquered ware	..	..	..	..	..	1 0	..	13 72	..	14 72	589
Leather	..	..	..	..	..	..	..	10 98	..	10 98	143

Liquorice	..	..	..	..	..	..	..	..	236	88	..	..	..	236	88	2,724
Looking glasses	..	..	..	..	..	..	..	..	..		1,845	..	1,845	..		2,681
Medicines	..	..	..	..	..	..	12	68	..	308	94	..	443	97	..	765	59	20,476
Mica, friable	..	..	..	..	..	..	..		..	..		..	4	20	..	4	20	1,413
Mushrooms	..	..	..	..	..	..	..		..	..		..	1	21	..	1	21	34
Mace	..	..	..	..	..	..	..		..	..		..	1	39	..	1	39	83
Musical instruments		..	..	..	..	..	..		..	..		8,806	..		8,806	..		244
Mussels	..	..	..	..	..	..	..		..	4	91	..	..		..	4	91	49
Nankeens	..	..	..	..	..	..	..		..	330	23	..	5,194	11	..	5,524	34	425,374
Opera glasses	..	..	..	..	..	..	..		..	..		128	..		128	..		795
Opium, Malwa	..	..	..	..	..	..	..		..	..		..	1,279	90	..	1,279	90	860,508
,, Patna	..	..	..	..	..	..	..		..	..		..	1,594	79	..	1,594	79	866,941
,, prepared		..	..	..	..	..	..		..	..		..	0	23	..	0	23	306
Ornaments	..	..	..	..	..	..	..		..	..		166	..		166	..		130
Paint, green	..	..	..	..	..	..	..		..	13	0	..	42	0	..	55	0	1,815
,, unenumerated		..	..	..	..	..	..		..	0	30	..	10	79	..	11	9	762
Paper, 1st quality		..	..	..	..	..	..		..	1	49	..	28	31	..	29	80	1,848
,, oiled	..	..	..	..	..	..	..		..	2	45	..	2	91	..	5	36	150
Pearls	..	..	..	..	..	..	..		..	..		..	0	4	..	0	4	600
,, seed	..	..	..	..	..	..	..		..	..		..	0	12	..	0	12	597
Peas	..	..	..	..	..	..	3,033	77	..	20,460	63	..	26	34	..	23,520	74	61,154
Pen stuff	..	..	..	..	..	..	..		..	..		..	0	6	..	0	6	5
Pepper, black	..	..	..	..	..	..	..		..	..		..	102	6	..	102	6	827
Putchuck	..	..	..	..	..	..	..		..	..		..	3	87	..	3	87	41
Quartz	..	..	..	..	..	..	..		..	..		..	37	47	..	37	47	281
Raisins	..	..	..	..	..	..	..		..	118	20	..	62	68	..	180	88	3,279
Rattans	..	..	..	..	1,260	0	..		..	178	0	..	..		..	1,438	0	5,464
Resin	..	..	..	..	..		..		..	..		..	1	87	..	1	87	11
Rice	..	..	..	..	12,750	97	..		..	7,467	83	..	..		..	20,218	80	42,459
Rugs	..	..	..	..	..		..		..	..		82	..		82	..		485
Sea-horse teeth	..	..	..	..	..		..		..	..		..	9	12	..	9	12	365
Sea-weed	..	..	..	..	..		..		..	..		..	2	35	..	2	35	94
Seed, melon	..	..	..	..	..		..		..	98	74	..	..		..	98	74	602
Shoes	..	..	..	pairs	..		..		..	..		157	..		157	..		126
,, straw	..	..	..	..	..		..		1,068	..		11,043	..		12,111	..		1,817
Silk and cotton mixture		..	..	..	..		..		..	0	10	..	0	2	..	0	12	28
,, piece goods		..	..	..	..		..		..	1	25	..	268	17	..	269	42	249,214
,, ,, Japan		..	..	..	..		..		..	..		..	1	33	..	1	33	599
,, ,, Szechuen		..	..	..	..		..		..	..		..	4	16	..	4	16	1,144
,, raw	..	..	..	..	..		..		..	..		..	27	75	..	27	75	13,320
,, ,, reeled from Dupions		..	..	..	..		..		..	..		..	19	20	..	19	20	3,456
,, ,, yellow from Szechuen		..	..	..	..		..		..	..		..	9	34	..	9	34	1,868
,, ribbons	..	..	..	..	..		..		..	..		..	0	4	..	0	4	30

Description of Goods.	In 19 British Vessels.		In 4 American Vessels.		In 23 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Silk tassels	..	..	..	..	..	..	..	0 73	..	0 73	493
,, thread	..	..	..	..	..	0 4	..	..	..	0 4	26
Silver thread	..	..	..	..	..	..	..	0 8	..	0 8	212
,, ware	..	..	..	..	..	..	..	0 11	..	0 11	330
Skins, cat	..	..	..	..	..	..	2,950	..	2,950	..	294
,, fox tails	..	..	..	..	..	..	8,020	..	8,020	..	201
,, land otter	..	..	..	..	..	..	21	..	21	..	95
,, rabbit	..	..	..	..	..	..	86,072	..	86,072	..	43,036
,, sheep	..	..	..	..	35	..	..	..	35	..	47
,, wolf tails	..	..	..	..	..	..	2,000	..	2,000	..	94
,, for clothing	..	..	..	..	..	..	10	..	10	..	150
Snuff, foreign	..	..	..	..	..	..	..	0 79	..	0 79	316
,, native	..	..	..	..	..	..	..	28 0	..	28 0	672
Stereoscopes and slides	..	..	..	..	..	..	86	..	86	..	195
Tea, black	..	..	..	..	..	..	..	68 87	..	68 87	3,788
,, green	..	..	..	..	..	..	..	1 78	..	1 78	89
,, Japan	..	..	..	..	..	..	..	251 2	..	251 2	4,267
Telescopes	..	..	..	..	..	..	64	..	64	..	256
Tigers' bones	..	..	..	..	..	..	..	0 93	..	0 93	25
Timber, hardwood .. ,, beams ..	3,228	..	..	..	70	..	..	..	3,298	..	59,364
Tobacco, prepared	..	..	..	..	..	..	..	89 42	..	89 42	2,057
Toys	..	..	..	..	100	..	766	..	866	..	237
Turbans	..	..	..	..	..	..	160	..	160	..	64
Ultramarine	..	..	..	..	..	..	..	10 68	..	10 68	366
Umbrellas, cotton	..	..	..	..	..	..	1,199	..	1,199	..	900
,, silk	..	..	..	..	..	..	99	..	99	..	272
,, frames	..	..	..	..	..	..	5,406	..	5,406	..	2,039
Vegetables, preserved	..	..	..	..	..	83 94	..	..	..	83 94	839
Vermicelli	..	..	..	..	..	10 62	..	1 0	..	11 62	99
Wax, white	..	..	..	..	..	..	..	65 0	..	65 0	3,575
,, yellow	..	..	..	..	..	7 73	..	..	..	7 73	309
Wood, sandal	..	2,639 04	..	..	..	1,363 53	..	3,442 49	..	7,445 6	65,144
,, Sapan	..	218 75	..	..	..	116 28	..	6 8	..	341 11	887
,, ware	..	..	..	..	..	..	..	2 20	..	2 20	44
Wool	..	..	..	..	..	82 20	..	108 42	..	190 62	2,526
											5,620,795

At 4*s.* 9½*d.*, being the average rate of Exchange at 6 months' sight, equal to £1,346,648 16*s.* 0½*d.*

Description of Goods.	In 28 British Vessels. Aggregate Tonnage, 16,913.		In 4 American Vessels. Aggregate Tonnage, 2,417.		In 34 Sundry Vessels. Aggregate Tonnage, 10,498.		In River Steamers and Lorchas, in 299 Passages. Aggregate Tonnage, 79,493.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Amber	..	2 0	..	..	..	..	..	..	..	2 0	80
,, beads	..	..	..	..	..	..	..	8 80	..	8 80	15,030
,, refuse	..	..	..	0 2	..	4 65	..	1 69	..	6 36	124
Aniseed, broken	..	..	..	..	..	28 12	..	..	..	28 12	176
,, star	..	2 16	..	..	..	39 21	..	0 50	..	41 87	754
Arsenic	..	41 83	..	..	..	7 43	..	158 64	..	207 95	1,872
Artificial flowers	..	0 61	..	..	..	..	..	0 91	..	1 52	76
Asafœtida	..	..	..	0 4	..	0 40	..	2 14	..	2 58	93
Bamboo shoots	..	..	..	..	..	16 2	..	..	..	16 2	184
,, ware	..	48 35	..	12 14	..	91 49	..	84 76	..	236 74	6,629
Bean curd	..	..	..	..	..	17 28	..	..	..	17 28	86
Betel nut	..	11 94	..	4 94	..	94 96	..	11 48	..	123 32	419
Birds' nests, 1st	..	0 70	..	1 13	..	..	..	4 85	..	6 68	17,368
,, 2nd	..	1 58	..	..	..	0 93	..	8 85	..	11 36	19,312
,, 3rd	..	0 53	..	..	..	0 3	..	0 24	..	0 80	200
Bone ware	..	3 5	..	1 69	..	3 1	..	12 66	..	19 41	1,650
Brass buttons	..	272 72	..	25 98	..	506 85	..	322 92	..	1,128 47	101,562
,, leaf	..	9 98	..	1 40	..	13 37	..	142 8	..	166 83	7,507
,, ware	..	183 47	..	37 67	..	168 3	..	622 19	..	1,011 36	40,454
,, wire	..	..	..	..	..	1 41	..	..	..	1 41	63
Buttons, cap woollen	68,307	..	100	..	113,540	..	2,525	..	184,472	..	2,449
Cakes	..	..	..	..	..	..	..	8 45	..	8 45	53
Camphor baroos, clean	..	0 75	..	0 2	..	0 93	..	0 60	..	1 30	4,680
,, refuse	..	0 39	..	0 2	..	0 32	..	2 2	..	2 75	6,875
Canes	..	1,399,216	..	..	408,450	..	262,426	..	2,070,092	..	31,051
Caps, felt	..	3,900	..	..	..	..	17	..	3,917	..	1,175
,, silk	..	10,741	..	..	8,966	..	32	..	19,739	..	3,948
Cardamoms, inferior	..	197 85	..	42 34	..	253 91	..	85 23	..	579 33	14,483
,, superior	..	30 3	..	5 38	..	33 23	..	28 96	..	97 60	11,712
,, husks	..	9 98	..	7 89	..	40 28	..	..	..	58 15	291
Cassia	..	16 22	..	466 50	..	159 83	..	1,338 60	..	1,981 15	33,680
,, buds	..	..	..	40 0	..	15 81	..	62 1	..	117 82	5,302
,, twigs	..	46 8	..	34 2	..	786 33	..	0 50	..	866 93	5,202
Chalk, powdered	..	46 17	..	38 33	..	86 21	..	..	..	171 71	517
,, prepared	..	28 35	..	..	..	96 30	..	19 60	..	144 25	2,020

Description of Goods.	In 28 British Vessels.		In 4 American Vessels.		In 34 Sundry Vessels.		In River Steamers and Lorchas.			Total.			Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.		Pieces.	Pic. cat.		Dollars.
Chestnuts	..	..	..	..	..	..	..	13 0		..	13 0		60
China root	..	4 89	..	..	..	..	..	112 27		..	117 16		615
Chinaware, coarse	..	..	..	95 47	..	..	..	64 65		..	160 12		3,202
,, fine	..	372 7	..	20 35	..	255 7	..	138 45		..	785 94		31,438
Cinnabar	..	..	..	..	..	..	..	17 62		..	17 62		581
Cinnamon	..	19 10	..	7 98	..	36 68	..	2 23		..	65 99		2,640
Citron	..	3 55	..	9 98	..	2 61	..	6 74		..	22 88		370
Clay images	162	..	..	..	48	..	167	..		377	..		156
Clocks	7	..	..	..	44	..	8	..		59	..		385
Clothing, cotton	..	0 35	..	1 68	..	9 10	..	119 23		..	130 36		11,732
,, silk	..	5 86	..	..	..	..	..	41 31		..	47 17		23,585
Cloves	..	..	..	6 48	..	0 94	..	3 56		..	10 98		143
Copperas	..	..	..	..	..	1 51	..	0 97		..	2 48		5
Copper leaf	..	..	..	..	..	..	..	0 61		..	0 61		34
,, ware	..	1 87	..	1 89	..	2 1	..	0 75		..	6 52		326
Coral	..	0 94	..	..	..	..	..	..		..	0 94		1,410
,, beads	..	0 37	..	..	..	..	..	0 46		..	0 83		830
,, imitation	..	2 41	..	..	..	..	..	14 13		..	16 54		347
,, ware	..	0 10	..	..	..	..	..	..		..	0 10		141
Cornelian beads	..	4 41	..	..	..	..	..	2 69		..	7 10		1,704
,, ware	..	1 78	..	..	..	0 43	..	7 27		..	9 48		6,493
Cotton cord	..	1 18	..	..	..	..	..	2 72		..	3 90		176
,, rags	..	..	..	562 50	..	..	..	..		..	562 50		3,375
Cow, bezoar	..	0 9	..	0 2	..	0 6	..	0 35		..	0 52		1,352
Crackers (fireworks)	..	307 73	..	159 1	..	68 6	..	668 32		..	1,203 12		11,430
Curiosities	..	..	..	..	..	..	{ 122 pkgs. 9	..		122 pkgs. 9	..		} 1,897
Cushions	2	..	..	..	86	..	133	..		221	..		74
Cutch	..	..	..	..	..	..	..	24 20		..	24 20		230
Cuttle-fish	..	..	..	..	..	2 39	..	11 69		..	14 8		309
Dates, red	..	2 67	..	..	..	..	..	1 5		..	3 72		24
Dressing cases	1,306	..	618	..	4,172	..	954	..		7,050	..		4,067
Drums	190	..	..	..	..	..	1,572	..		1,762	..		260
Ducks, dried	..	..	..	..	..	1 7	..	23 92		..	24 99		626
Earthenware	..	59 35	..	4 7	..	97 45	..	42 31		..	203 18		2,032
Elephants' teeth, 1st	..	..	..	..	..	1 16	..	2 55		..	3 71		742
,, 2nd	..	..	..	..	..	0 78	..	1 69		..	2 47		296
Embroidered goods—													
Screens	4	..	44	..	1	..	159	..		208	..		747

,, gauze		1,115	..		470	..		1,624	..		2,002	..		3,301	..		1,993
,, palm-leaf, trimmed		3,248	..		75,000	..		146,612	..		3,841	..		228,701	..		16,009
,, ,, untrimmed ..		988,000	..		..	..		3,339,800	..		6,400	..		4,334,200	..		19,504
,, paper		27,393	..		..	..		164,689	..		40,976	..		233,058	..		13,983
Feather dusters		18,070	..		270	..		2,700	..		1,035	..		22,075	..		324
,, kingfishers'		69,310	..		..	..		600	..		..	..		69,910	..		10,487
,, peacocks'		44	..		..	..		..	..		70	..		114	..		351
Fish maws	..		20	74	..	..		..	8	60	..	73	15	..	102	49	5,125
,, skins	..		..		486	..		459	..		865	..		1,810	..		1,086
Flowers, dried	..		0	4	..	..		..	181	23	..	0	2	..	181	29	1,214
Galangal	..		19	57	..	..		..	7	27	..	88	43	..	115	27	490
Gamboge	..		..		..	..		..	4	91	..	..		..	4	91	85
Ginger	..		166	73	..	..		..	1,926	59	..	12	24	..	2,105	56	4,182
Ginseng, clarified	..		46	21	..	..		..	80	80	..	145	58	..	272	59	43,614
,, Corean, 1st	..		..		..	..		..	..		..	0	12	..	0	12	240
,, native	..		..		..	..		..	..		..	0	49	..	0	49	416
Glass bangles	..		90	26	..	..		..	0	65	..	656	39	..	747	30	31,387
,, beads	..		38	77	..	..		..	6	20	..	168	27	..	213	24	8,103
,, ware	..		109	61	..	42	21	..	333	51	..	303	6	..	788	39	47,303
Glue	..		210	67	..	66	4	..	452	80	..	55	91	..	785	42	9,229
Gold leaf	..		..		..	..		..	..		..	0	6	..	0	6	100
,, thread	..		0	14	..	..		..	..		..	..		..	0	14	462
,, ,, imitation	..		0	59	..	..		..	0	4	..	30	88	..	31	51	7,247
Grass cloth, coarse	..		2	41	..	9	46	..	119	4	..	72	26	..	203	17	20,317
,, fine	..		6	70	..	1	20	..	37	87	..	48	38	..	94	15	28,245
Gum, copal	..		7	48	..	..		..	14	9	..	3	31	..	24	88	353
,, dragon's blood	..		24	72	..	..		..	32	19	..	14	83	..	71	74	1,507
,, myrrh	..		6	12	..	14	85	..	44	82	..	..		..	65	79	822
,, olibanum	..		39	94	..	..		..	22	41	..	1	58	..	63	93	448
Hams	..		..		..	..		..	..		..	7	48	..	7	48	277
Hartall	..		4	77	..	..		..	2	14	..	35	91	..	42	82	557
Hats, pith	620		..		..	..		..	..		253	..		873	..		529
,, straw	100		..		65,550	..		..	..		326	..		65,976	..		6,635
Hemp	..		417	89	..	..		..	10	11	..	0	64	..	428	64	2,893
Horns, rhinoceros	..		7	44	..	..		..	16	70	..	34	75	..	51	89	41,512
Indigo, dried	..		347	47	..	131	46	..	1,205	54	..	404	78	..	2,089	25	51,187
,, liquid	..		723	39	..	127	26	..	875	17	..	..		..	1,725	82	9,923
Ink, China	..		16	65	..	12	69	..	4	2	..	7	3	..	40	39	2,625
,, stones	15		..		..	..		..	..		351	..		366	..		92
Insects, dried .. .. packages	10		..		..	..		10	..		24	..		44	..		47
Iron ware	..		10	21	..	3	65	..	10	93	..	22	43	..	47	22	2,570
,, wire	8		16	97	..	23	13	..	119	7	..	186	76	..	345	93	3,113

Description of Goods.		In 28 British Vessels.			In 4 American Vessels.			In 34 Sundry Vessels.			In River Steamers and Lorchas.			Total.			Estimated Value.
		Pieces.	Pic.	cat.	Pieces.	Pic.	cat.	Pieces.	Pic.	cat.	Pieces.	Pic.	cat.	Pieces.	Pic.	cat.	Dollars.
Isinglass		..	..		..	..		..	..		..	2	26	..	2	26	72
Ivory ware		..	3	91	..	0	1	..	7	1	..	33	77	..	44	70	31,290
Jade stone ware		192	..		..	..		199	..		450	..		841	..		1,199
Joss ornaments		..	0	35	..	..		..	0	68	..	0	91	..	1	94	111
,, sticks		..	0	86	..	..		..	0	4	..	26	30	..	27	20	82
Kaleidoscopes		..	..		..	..		320	..		..	..		320	..		15
Lacquer, crude		..	..		..	..		..	..		..	1	30	..	1	30	39
,, ware		..	38	3	..	..		..	29	58	..	132	93	..	200	54	8,022
Lamps		2,077	..		320	..		1,946	..		1,045	..		5,388	..		2,130
Lead, red		..	31	28	..	27	95	..	69	21	..	..		..	128	44	1,349
,, white		..	677	98	..	252	90	..	3,813	2	..	1,935	94	..	6,679	84	53,439
,, yellow		..	47	34	..	..		..	565	12	..	107	91	..	720	37	6,483
Leather		..	..		..	..		..	10	26	..	0	3	..	10	29	185
,, ware		..	1	50	..	1	47	..	6	70	..	101	98	..	111	65	4,913
Lichees		..	496	88	..	48	60	..	328	57	..	3	5	..	877	10	5,920
Lung-ngans		..	25	65	..	106	20	..	650	12	..	1	12	..	783	9	6,460
,, pulp		..	326	62	..	9	0	..	305	50	..	97	6	..	738	18	12,180
Marble slabs		..	9	25	..	2	0	..	4	58	..	1,046	61	..	1,062	44	3,187
,, ware		50	..		..	..		1,200	..		..	..		1,250	..		49
Matches	dozens	180	..		..	..		..	..		..	..		180	..		34
Mats		12,170	..		160	..		220	..		128,292	..		140,842	..		3,169
Matting	rolls	1,221	..		50	..		176	..		..	..		1,651	..		7,430
Medicines		..	162	46	..	227	49	..	1,175	87	..	277	42	..	1,843	24	38,695
Mica, friable		..	..		..	..		..	..		..	1	82	..	1	82	1,212
Mirrors with frames		18,591	..		11,112	..		62,490	..		34,832	..		127,025	..		8,074
Mother o'pearl ware		..	1	52	..	..		..	0	12	..	1	11	..	2	75	1,238
Musical boxes		4	..		..	..		pkgs 60	..		..	..		64	..		128
,, instruments		75	..		..	..		pkgs 35	..		..	..		110	..		36
Musk		..	1	28	..	..		..	..		..	1	81	..	3	9	27,192
Nankeens		..	1	33	..	..		..	4	61	..	9	88	..	15	82	1,266
Nutgalls		..	24	77	..	15	57	..	369	31	..	11	36	..	421	1	4,421
Nutmegs		..	6	73	..	..		..	..		..	0	50	..	7	23	239
Oil, aniseed		..	..		..	..		..	..		..	8	18	..	8	18	1,227
,, benjamin		..	..		..	..		..	0	1	..	0	2	..	0	3	15
,, cassia		..	0	3	..	..		..	..		..	2	0	..	2	3	406
,, cinnamon		..	..		..	..		..	..		..	0	5	..	0	5	30
,, cloves		..	0	3	..	..		..	0	1	..	0	10	..	0	14	33
,, ginger		..	0	20	..	..		..	0	10	..	..		..	0	30	70
									0	54					73	24	549

,, rose ..	..	..	..	0	17	..	..	..	..		..	0	42	..	0	59	171
,, sandalwood ..	..	..	..	..		..	..	..	0	1	..	0	4	..	0	5	30
Olives	..	..	..	0	49	..	..	..	42	18	..	..		..	42	67	299
,, stoneware ..	..	..	..	..		..	..	20	..		396	..		416	..		54
Opium, prepared..	..	..	..	40	9	..	..	..	24	83	..	4	28	..	69	20	92,604
,, trays ..	..	..	2,027	..		289	..	2,940	..		2,118	..		7,374	..		2,539
Ornaments ..	..	..	4,961	..		373	..	2,814	..		2,085	..		10,233	..		709
Oysters, dried ..	..	..	..	..		..	..	..	9	80	..	2	38	..	12	18	319
Paint, green ..	..	..	..	70	16	..	..	..	62	24	..	3	27	..	135	67	1,085
,, unenumerated	..	..	..	0	79	..	..	..	9	54	..	1	35	..	11	68	173
Paintings ..	..	..	2	..		..	..	..	..		..	..		2	..		2
,, rice paper	..	..	544	..		..	..	..	..		7,250	..		7,794	..		546
,, vine leaf	..	..	..	..		..	..	..	..		232	..		232	..		7
Palampores ..	..	..	..	..		..	..	..	..		20	..		20	..		15
Paper, 1st ..	..	..	..	228	73	..	39	2	..	982	63	..	2,036	10	..	3,286	48	78,876
,, 2nd ..	..	..	..	359	69	..	0	23	..	391	13	..	366	20	..	1,117	25	6,704
,, oiled ..	..	..	..	..		..	..		..	..		..	3	76	..	3	76	90
,, ware ..	..	..	..	8	75	..	..		..	..		..	0	27	..	9	2	128
Peas	..	..	..	2	80	..	..		..	13	30	..	1	42	..	17	52	48
Pearls	..	..	..	..		..	..		..	0	2	..	..		..	0	2	300
,, false ..	..	..	..	4	34	..	..		..	9	77	..	3	64	..	17	75	746
Peel, orange ..	..	..	..	265	87	..	255	77	..	396	12	..	105	36	..	1,023	12	12,789
,, pumelo, 1st	..	..	..	17	10	..	..		..	48	83	..	1	57	..	67	50	1,553
Pens, Chinese ..	..	..	..	..		..	..	56	..		2,742	..		2,798	..		29
Pewter ware ..	..	..	..	6	11	..	..	..	4	89	..	10	91	..	21	91	570
Plants, jessamine	..	..	..	..		..	..	17,875	..		..	..		17,875	..		1,788
Plums, black ..	..	..	..	86	94	..	..	..	538	20	..	84	78	..	709	92	3,407
Pork fat ..	..	..	..	..		..	..	..	..		..	14	40	..	14	40	144
Potash	..	..	..	..		..	..	..	..		..	16	83	..	16	83	64
Pouches ..	..	..	550	..		..	..	100	..		7,125	..		7,775	..		1,333
Prawns, dried ..	..	..	..	..		..	..	..	5	98	..	0	74	..	6	72	148
Preserves ..	..	..	..	736	11	..	6	67	..	186	87	..	553	75	..	1,483	40	15,576
Putchuck ..	..	..	..	4	97	..	..		..	58	51	..	42	86	..	106	34	1,382
Rattans, split ..	..	..	..	8	62	..	..		..	531	24	..	..		..	539	86	5,669
,, ware ..	..	..	..	11	59	..	7	13	..	1	50	..	19	50	..	39	72	715
Rhubarb ..	..	..	..	..		..	5	20	..	14	0	..	92	71	..	111	91	3,693
Rice	..	..	..	7,272	0	..	..		..	20,700	54	..	..		..	27,972	54	61,540
Rose maloes ..	..	..	..	2	75	..	..		..	..		..	..		..	2	75	132
Rouge	..	..	..	7	30	..	..		..	88	83	..	10	41	..	106	54	4,663
Sandalwood ware..	..	..	..	0	75	..	..		..	0	48	..	2	21	..	3	44	1,342
Scales	..	sets	104	..		..	..	70	..		683	..		857	..			1,776
Scented beads ..	..	strings	3,354	..		1	..	5,304	..		4,280	..		12,939	..			680

Description of Goods.	In 28 British Vessels.		In 4 American Vessels.		In 34 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Sea shells	..	0 31	..	..	..	2 0	..	..	..	2 31	167
,, weed	..	..	..	..	..	68 31	..	..	..	68 31	342
Seal stones	..	..	..	..	..	..	2,000	..	2,000	..	62
Seed, lotus	..	..	..	..	..	..	..	33 71	..	33 71	607
,, lucraban	..	..	..	..	..	88 92	..	..	..	88 92	347
,, melon	..	0 70	..	..	..	1 95	..	4 88	..	7 53	53
,, olive	..	..	..	253 95	..	79 38	..	15 80	..	349 13	3,142
Sharks' fins, black	..	41 48	..	..	..	73 42	..	22 64	..	137 54	3,301
,, white	..	219 97	..	..	..	123 34	..	173 22	..	516 53	30,992
,, skins	..	..	..	..	..	..	500	..	500	..	300
Shell ware	..	0 20	..	..	..	1 5	..	0 51	..	1 76	115
Shoes	pairs 2,548	..	1,452	..	1,348	..	24,125	..	29,473	..	23,578
,, straw	,, 12	..	..	..	6	..	..	..	18	..	4
Silk, fish lines	..	..	..	..	..	..	..	2 83	..	2 83	991
,, floss, Canton	..	..	..	..	..	..	..	16 44	..	16 44	4,768
,, ,, other provinces	..	7 10	..	..	..	..	..	3 14	..	10 24	5,120
,, raw and thrown	..	60 20	..	0 38	..	..	..	856 49	..	917 7	389,755
,, ,, reeled from Dupions	..	..	..	..	..	..	..	20 0	..	20 0	3,800
,, refuse	..	274 95	..	..	..	0 6	..	0 4	..	275 5	12,377
,, wild raw	..	22 0	..	..	..	..	..	900 0	..	922 0	87,590
,, thread	..	0 73	..	..	..	0 8	..	25 32	..	26 13	12,542
,, piece goods	..	233 19	..	18 49	..	92 61	..	1,882 56	..	2,226 25	1,781,480
,, ,, Szechuen	..	4 18	..	..	..	0 4	..	1 52	..	5 74	2,009
,, ribbon and sashes	..	78 32	..	2 21	..	29 6	..	98 6	..	207 65	141,202
,, tassels	..	0 55	..	0 6	..	2 65	..	1 12	..	4 38	2,190
,, and cotton mixture	..	16 1	..	..	..	16 69	..	45 17	..	77 87	23,361
Silver ware	..	..	..	..	..	..	..	5 69	..	5 69	17,070
Skins for clothing	..	..	..	..	..	..	31	..	31	..	43
Smalts	..	..	..	..	..	5 81	..	1 14	..	6 95	556
Snuff, foreign	..	0 48	..	..	..	..	..	0 6	..	0 54	243
,, native	..	1 58	..	..	..	33 31	..	8 57	..	43 46	1,130
Soy	..	1 0	..	..	..	..	..	7 44	..	8 44	38
Spectacles	pairs 10	..	..	..	..	..	415	..	461	..	148
Steel ware	..	16,630	..	6,180	..	11,619	..	43,577	..	78,006	..	8,373
Stone ware	..	0 10	..	..	..	..	..	..	..	0 10	3
Straw braid	..	..	..	190 80	..	176 42	..	..	..	367 22	6,794
Sugar, brown	..	1,072 56	..	..	..	6,139 28	..	1,784 18	..	8,996 2	38,233
,, white	..	741 0	..	..	..	627 48	..	366 87	..	1,735 35	11,974
,, candy	..	932 61	..	..	..	158 98	..	19 0	..	1,110 59	11,661

Sun-dials	..	..	..	865	..		200	..		910	..		1,160	..		3,135	..		138
Tallow	..	..	..	..	..		..	..		..	38	21	..	1	15	..	39	36	433
Tea, black	..	..	..	..	63,062	74	..	507	72	..	11,049	93	..	8,733	44	..	83,343	83	2,482,979
,, green	..	..	..	..	9,407	63	..	7,702	95	..	4,483	96	..	4,512	64	..	26,107	18	997,741
,, Japan	..	..	..	..	..		..	..		..	250	32	..	..		..	250	32	5,507
Tin leaf	..	..	..	..	5	45	..	..		..	140	7	..	44	66	..	190	18	7,227
,, ware	..	..	..	..	23	69	..	4	99	..	11	1	..	8	71	..	48	40	954
Tobacco leaf	..	..	..	..	..		..	..		..	..		..	15	45	..	15	45	135
,, prepared	..	..	..	..	165	88	..	..		..	1,116	60	..	276	35	..	1,558	83	37,412
Tortoiseshell	..	..	..	..	..		..	0	8	..	..		..	0	51	..	0	59	171
,, broken	..	..	..	..	..		..	..		..	..		..	0	13	..	0	13	21
,, ware	..	..	..	..	0	13	..	..		..	0	10	..	0	43	..	0	66	726
Toys	..	..	..	100	..		..	..		2,200	..		..	..		2,300	..		96
Turbans	..	..	..	..	..		..	..		..	..		334	..		334	..		112
Turmeric	..	..	..	..	..		..	..		..	87	7	..	4	6	..	91	13	428
Ultramarine	..	..	..	..	..		..	..		..	5	47	..	..		..	5	47	148
Umbrellas, cotton		..	..	790	..		610	..		1,346	..		5,445	..		8,191	..		2,457
,, paper		..	..	88,110	..		..	..		159	..		33,100	..		121,369	..		10,923
,, silk	..	..	..	2,795	..		..	..		..	..		7,965	..		10,756	..		10,756
Vermicelli	..	..	..	..	10	92	..	..		..	..		..	0	39	..	11	31	102
Vermilion	..	..	..	..	119	80	..	24	71	..	106	76	..	259	62	..	509	89	34,927
Watches	..	..	..	..	..		..	..		..	..		134	..		134	..		1,206
Watch keys, chains, and springs			..	4,500	..		5,100	..		5,430	..		14,718	..		29,748	..		938
Wax, white	..	..	..	..	..		..	..		..	..		..	1	41	..	1	41	85
Wood, garroo	..	..	..	..	2	48	..	..		..	1	31	..	0	76	..	4	55	501
,, laka	..	..	..	..	4	0	..	..		..	1	63	..	..		..	5	63	23
,, lignum vitæ		..	..	..	37	85	..	..		..	..		..	..		..	37	85	252
,, sandal	..	..	..	..	39	7	..	38	48	..	77	35	..	33	81	..	188	71	2,265
,, ware	..	..	..	..	210	86	..	49	25	..	246	65	..	217	72	..	724	48	18,112
Woollen collars	..	..	..	4,690	..		..	..		15,330	..		90	..		20,110	..		1,698
																			7,629,512

At 4*s.* 9½*d.*, being the average rate of Exchange at 6 months' sight, equal to £1,827,903 18*s.* 4*d.*

RETURN of the Re-Export Trade at the Port of Canton, for the Half-year ended 30th June, 1863.

Description of Goods.	In 2 British Vessels. Aggregate Tonnage, 863.		In 2 American Vessels. Aggregate Tonnage, 1,708.		In 3 Sundry Vessels. Aggregate Tonnage, 1,003.		In River Steamers, In 24 Passages. Aggregate Tonnage. 8,184.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Cotton, Bombay	..	..	..	263 98	..	..	..	9,732 65	..	9,996 63	204,931
Cotton piece goods—											
Blue mottles	..	..	..	..	..	..	357	..	357	..	1,071
Drills, American	..	..	1,500	..	..	..	3,015	..	4,515	..	29,348
Shirtings, grey	14,150	..	..	..	..	..	50	..	14,200	..	52,540
Dyed, figured, and plain	..	..	..	..	..	..	1,500	..	1,500	..	5,700
Handkerchiefs dozen	..	..	..	..	..	..	200	..	200	..	260
Metals—											
Lead	..	..	..	..	..	..	..	450 0	..	450 0	3,600
Zinc plates	..	..	..	..	..	..	..	65 90	..	65 90	1,318
Woollen manufacture	..	..									
Flannels	..	..	..	..	87	..	..	..	87	..	1,479
Woollen and cotton mixtures	..	..	..	..	..	..	650	..	650	..	4,388
Coral	..	..	..	..	..	..	..	0 9	..	0 9	135
Elephants' teeth, 1st	..	..	..	..	..	8 5	..	2 22	..	10 27	2,054
,, 2nd	..	..	..	..	..	2 25	..	..	..	2 25	270
Feathers, kingfishers'	..	..	..	..	..	..	12,550	..	12,550	..	1,883
Lilies, dried	..	..	..	..	..	29 85	..	..	..	29 85	328
Nankeens	..	7 22	..	..	..	..	..	..	..	7 22	578
Paint, unenumerated	..	..	..	..	..	..	..	3 0	..	3 0	48
Paper, 1st quality	..	..	..	..	..	..	..	3 57	..	3 57	86
Umbrellas, cotton	..	..	..	..	..	..	720	..	720	..	216
Vegetables, preserved	..	..	..	..	..	48 0	..	..	..	48 0	480
											310,713

At 4*s.* 9½*d.*, being the average rate of Exchange at 6 months' sight, equal to £74,441 13*s.* 1½*d.*

RETURN of the Import Trade at the Port of Canton, for the Half-year ended 31st December, 1863.

Description of Goods.	In 20 British Vessels. Aggregate Tonnage, 10,667.		In American Vessels.		In 24 Sundry Vessels. Aggregate Tonnage, 5,917.		In River Steamers and Lorchas, In 297 Passages. Aggregate Tonnage. 107,768.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Air canes	..	..	..	..	..	..	36	..	36	..	504
Cotton piece goods—											
Drills, American	..	..	..	..	..	..	1,313	..	1,313	..	9,651
Shirtings, grey	..	..	..	..	..	..	17,371	..	17,371	..	79,038
,, white	..	..	..	..	..	..	21,686	..	21,686	..	100,840
T-cloths, 36 yards	..	..	..	..	..	..	5,250	..	5,250	..	21,525
,, 24 yards	..	..	..	..	..	..	8,654	..	8,654	..	27,260
Cottons—											
Blue mottles	..	..	..	..	..	..	2,136	..	2,136	..	6,348
Dyed, figured, and plain	..	..	..	..	..	..	12,874	..	12,874	..	57,933
Damasks	..	..	..	..	..	..	1,866	..	1,866	..	14,928
Handkerchiefs	..	dozen	..	..	..	..	10,570	..	10,570	..	14,270
Muslins	..	..	..	..	..	..	453	..	453	..	589
Printed	..	..	..	..	..	..	7,816	..	7,816	..	23,057
Quiltings	..	..	..	..	..	..	6	..	6	..	72
Velveteens	..	..	..	..	..	..	3,059	..	3,059	..	30,590
Velvets	..	..	..	..	..	..	1,789	..	1,789	..	14,580
Yarns	..	..	..	..	..	..	..	5,995 85	..	5,995 85	479,668
Cotton, Bombay	..	..	..	..	..	..	..	12 47	..	12 47	268
Elastic goods	..	dozen	..	..	..	..	90	..	90	..	135
Ginseng, clarified	..	..	..	..	..	..	..	588 26	..	588 26	97,063
,, crude	..	..	..	..	..	..	..	494 43	..	494 43	64,276
Glass, broken	..	..	..	..	..	..	..	29 7	..	29 7	115
,, plate and window	..	sq. feet	5,500	..	..	..	294,266	..	779	..	300,545	..	10,671
,, prism	..	..	..	..	..	..	..	..	7,000	..	7,000	..	175
Linen	..	..	..	..	..	..	..	..	5	..	5	..	150
Looking glasses	..	..	..	..	..	..	..	..	180	..	180	..	490
Matches	..	..	dozen	..	..	..	22,200	..	12,870	..	35,070	..	3,024
Metals—											
Iron, manufactured, as in sheets, rods, and nails	..	..	..	6,045 9	..	..	..	2,331 75	..	2,971 26	..	11,348 10	35,747
Lead, in pigs	..	..	..	15,823 79	..	..	..	5,406 68	..	12,724 63	..	33,955 10	254,663
Quicksilver	..	..	..	11 34	..	..	..	..	..	2,123 83	..	2,135 17	145,192
Spelter	..	..	..	..	..	..	..	808 67	..	..	..	808 67	5,418
Steel	..	..	..	..	..	..	..	92 40	..	83 16	..	175 56	1,334

Description of Goods.		In 20 British Vessels.		In American Vessels.		In 24 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
Metals—		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Tin		..	420 0	..	..	..	..	..	189 17	..	609 17	17,057
Yellow metal		..	..	..	..	..	..	..	49 25	..	49 25	1,330
Musical boxes		..	..	..	..	..	..	862	..	862	..	2,032
Watches and clocks		..	..	..	..	..	..	515	..	515	..	2,908
Watch glass, springs, tools, &c.		..	..	..	..	..	..	19,944	..	19,944	..	954
Woollen manufactures—												
Blankets	pairs	..	..	..	..	..	..	1,647½	..	1,647½	..	9,885
Camlets, Dutch		..	..	..	..	..	..	276	..	276	..	7,452
,, English		..	..	..	..	..	..	2,313	..	2,313	..	46,260
,, imitation		..	..	..	..	..	..	1,246	..	1,246	..	9,968
Flannels		..	..	..	..	..	..	277	..	277	..	5,819
Habit and medium cloth		..	..	..	..	..	..	1,306	..	1,306	..	57,464
Lastings		..	..	..	..	..	..	2,117	..	2,117	..	34,401
Long ells		..	..	..	..	..	..	7,181	..	7,181	..	62,834
Spanish stripes		..	..	..	..	..	..	4,699	..	4,699	..	89,281
Woollen and cotton mixtures		..	..	..	..	..	..	2,245	..	2,245	..	15,715
Almonds		..	175 10	..	..	..	13 8	..	..	..	188 58	1,697
Amber		..	..	..	..	..	..	..	58 46	..	58 46	15,074
,, beads		..	..	..	..	..	..	..	0 33	..	0 33	692
Aniseed, star		..	..	..	..	..	..	..	14 61	..	14 61	307
Bamboo shoots		..	..	..	..	..	..	..	13 77	..	13 77	83
,, ware		..	..	..	..	..	..	..	5 78	..	5 78	347
Barometers		..	..	..	..	..	..	14	..	14	..	196
Beans		..	..	..	..	..	..	..	15 50	..	15 50	43
Betel nut		..	..	..	..	..	..	..	5 91	..	5 91	19
Bêche-de-mer, black		..	..	..	..	..	1 55	..	0 43	..	1 98	70
Birds' nests, 1st quality		..	..	..	..	..	..	..	6 27	..	6 27	16,302
,, 2nd quality		..	..	..	..	..	..	..	34 68	..	34 68	52,020
,, 3rd quality		..	..	..	..	..	..	..	110 7	..	110 7	10,457
Blue stone		..	..	..	..	..	..	..	9 95	..	9 95	199
Brass		..	..	..	..	..	..	..	9 13	..	9 13	201
,, ware		..	..	..	..	..	..	..	115 67	..	115 67	6,940
Buttons, brass	gross	..	..	..	..	..	..	4,949	..	4,949	..	6,187
,,		..	..	..	..	..	..	..	4 66	..	4 66	303
Camphor baroos, clean		..	..	..	..	..	..	..	2 51	..	2 51	8,032
,, refuse		..	..	..	..	..	..	..	8 47	..	8 47	15,246
Caps, felt		..	..	..	..	..	..	10,189	..	10,189	..	3,057
Cardamoms, superior		..	..	..	..	..	..	..	6 4	..	6 4	423

Carpets	..	..	..	..	..	..	..	..	..	1,900	..		1,900	..		2,660
Chinaware, coarse	..	..	..	..	..	..	..	..	..	..	3	60	..	3	60	72
,, fine	..	..	..	..	..	..	..	..	..	..	2	83	..	2	83	170
Chinese pens	..	..	..	..	..	..	..	..	..	5,100	..		5,100	..		100
Cinnamon	..	..	..	..	..	..	..	..	..	..	0	81	..	0	81	81
Clothing, cotton	..	..	..	..	..	..	..	..	..	..	4	62	..	4	62	416
,, silk	..	..	..	..	..	..	..	..	..	..	0	22	..	0	22	176
Cloves	..	..	..	..	..	..	..	..	..	..	437	86	..	437	86	5,364
Cochineal	..	..	..	..	..	..	..	..	..	..	266	6	..	266	6	29,267
Coffee mills	..	..	..	..	..	..	..	..	..	13	..		13	..		9
Coral	..	..	..	..	..	..	..	..	..	..	0	18	..	0	8	270
,, beads	..	..	..	..	..	..	..	..	..	..	2	78	..	2	78	4,448
,, fragments	..	..	..	1	22	..	..	..	..	..	37	22	..	38	44	1,076
Copper, old	..	..	..	..	..	..	..	..	..	..	28	32	..	28	32	481
Cornelian, beads	..	..	..	..	..	..	..	..	..	..	17	60	..	17	60	4,136
,, stone	..	..	..	..	..	..	..	..	..	249,877	..		249,877	..		13,199
,, ware	..	..	..	..	..	..	..	..	..	..	0	84	..	0	84	756
Cotton, native	..	..	..	..	..	..	..	..	..	..	301	62	..	301	62	7,848
,, rags	..	..	..	..	..	..	..	..	..	..	59	44	..	59	44	773
Cow, bezoar	..	..	..	..	..	..	..	..	..	..	1	56	..	1	56	3,900
Crystal	..	..	..	..	..	..	..	..	..	..	2	69	..	2	69	538
Cudbear	..	..	..	..	..	..	..	..	..	..	10	0	..	10	0	220
Cuttle fish	..	..	..	..	..	..	..	..	184	10	..	50	47	..	234	57	2,228
Dates, red	..	..	..	..	..	..	..	..	2,719	56	..	..		..	2,719	56	14,958
Deers' sinews	..	..	..	..	214	89	..	..	..	63	53	..	0	6	..	280	48	6,451
Diamond cutters	..	..	..	..	..	..	..	..	..	..	36	..		36	..		100
Dye stuff	..	..	..	..	..	..	..	..	..	..	..	3	89	..	3	89	13,083
Earthenware	..	..	..	..	..	..	..	..	..	..	..	3	60	..	3	60	25
Elephants' teeth, 1st	..	..	..	..	..	..	..	..	..	..	..	300	33	..	300	33	48,053
,, 2nd	..	..	..	..	..	..	..	..	..	..	..	26	90	..	26	90	2,321
Engravings	..	..	..	..	..	..	..	..	..	1,120	..		1,120	..		950
Fans, paper	..	..	..	..	..	..	..	..	..	13,685	..		13,685	..		1,095
Feathers, kingfishers'	..	..	..	..	..	..	..	..	..	83,400	..		83,400	..		11,676
Felt	..	..	..	..	..	..	..	..	26	29	..	..		..	26	29	583
Fish brains	..	..	..	..	..	..	..	..	2	61	..	3	0	..	5	61	1,040
Fish maws	..	..	..	..	..	..	..	..	..	..	..	2	32	..	2	32	81
Fish, shell	..	..	..	..	..	..	..	..	..	..	..	36	3	..	36	3	1,144
Fungus	..	..	..	1	24	..	..	..	..	..	..	19	27	..	20	51	328
Ginseng, Corean, 1st	..	..	..	..	..	..	..	..	..	..	..	0	51	..	0	51	918
,, native, 2nd	..	..	..	..	..	..	..	..	1	31	..	4	51	..	5	82	3,510
Glassware	..	..	..	..	..	..	..	..	..	..	..	3	64	..	3	64	182
Gold thread	..	..	..	..	..	..	..	..	..	..	..	0	18	..	0	18	603
Gum, copal	..	..	..	..	..	..	..	..	..	..	..	3	46	..	3	46	147
,, myrrh	..	..	..	..	..	..	..	..	..	..	..	543	27	..	543	27	5,704

Description of Goods.	In 20 British Vessels.		In American Vessels.		In 24 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Hair, goats	..	..	..	..	..	..	..	10 23	..	10 23	102
Hats, straw	..	..	..	..	7,180	..	..	..	7,180	..	1,500
Horns, chamois'	..	..	..	..	..	28 0	..	1 21	..	29 21	1,246
,, deers', old	..	..	..	..	..	..	..	2 08	..	2 8	156
,, ,, young pairs	..	..	..	..	160	..	704½	..	864½	..	30,258
,, rhinoceros'	..	..	..	..	..	..	..	12 62	..	12 62	883
Jadestone	..	..	..	..	..	..	..	20 18	..	20 18	15,202
Jewellery	.. packages		..	..	..	..	1	..	1	..	1,000
Lacquered ware	..	..	..	..	..	..	..	32 43	..	32 43	1,459
Lamps	..	..	..	..	..	..	2,606	..	2,606	..	744
Leather	..	..	..	..	..	..	..	1 26	..	1 26	63
Lilies, dried	..	..	..	55 44	..	96 50	..	53 58	..	205 52	2,363
Liquorice	..	..	..	84 70	..	135 44	..	175 29	..	395 43	4,745
Lung-ngans	..	..	..	..	..	..	..	62 64	..	62 64	689
Mangrove bark	..	..	..	558 83	..	..	..	..	..	558 83	699
Medicines	..	..	..	546 36	..	1,142 16	..	742 34	..	2,430 86	46,160
Mica, friable	..	..	..	..	..	..	..	17 82	..	17 82	9,522
Microscopes	..	..	..	..	..	..	2	..	2	..	25
Mother-o'-pearl shell	..	..	..	..	..	..	..	8 14	..	8 14	122
Musical instruments	..	..	..	..	..	..	496	..	496	..	85
Nankeens	..	..	..	..	..	..	..	6,211 25	..	6,211 25	496,900
Nutgalls	..	..	..	..	..	..	..	1 13	..	1 13	14
Oil, ginger	..	..	..	..	..	..	..	0 55	..	0 55	55
,, peppermint	..	..	..	..	..	..	..	0 65	..	0 65	1,040
,, sandal wood	..	..	..	..	..	..	..	2 79	..	2 79	1,788
Opera glasses	..	..	..	..	..	..	7	..	7	..	47
Opium, Malwa	..	..	..	..	..	..	..	495 90	..	495 90	333,147
,, Patna	..	..	..	..	..	..	..	441 90	..	441 90	229,638
,, Dross	..	..	..	..	..	..	..	32 46	..	32 46	107
Oranges	..	..	..	..	..	..	..	89 10	..	89 10	178
Ornaments	..	..	..	..	..	..	1,002	..	1,002	..	924
Paint, green	..	..	..	50 0	..	20 0	..	81 75	..	151 75	4,856
Paper, 1st quality	..	..	..	..	..	..	..	50 7	..	50 7	3,255
,, oiled	..	..	..	..	..	9 50	..	10 22	..	19 72	592
Pearls	..	..	..	..	..	..	..	0 10	..	0 10	1,461
,, false	..	..	..	..	..	..	..	0 20	..	0 20	80
Pearl seed	..	..	..	..	..	..	..	0 40 7/10	..	0 40 7/10	2,327
Peas	..	..	..	16,187 93	..	19,679 49	..	..	..	35,867 42	95,049
Photographic albums	..	..	..	..	..	..	24	..	24	..	40

Putchuck		..		..		..		..	..		..	1 5		..	1 5		13
Raisins		..		..		..		..	205 77		..	3 60		..	209 37		4,098
Rhubarb		..		..		..		..	..		..	47 41		..	47 41		3,082
Rose Maloes		..		..		..		..	..		..	59 10		..	59 10		3,251
Rugs		..		..		..		..	..		256	..		256	..		1,114
Samshoo		130 0		..		..		..	375 40		..	8 65		..	514 5		8,225
Seed, melon		25 85		..		..		..	460 45		..	..		..	486 30		2,869
Sharks' fins, 1st		..		..		..		..	..		..	10 38		..	10 38		311
,, 2nd.. ..		..		..		..		..	..		..	42 59		..	42 59		809
Shoes	pairs	..		..		..		..	..		160	..		160	..		200
,, straw	,,	..		..		..		..	..		330	..		330	..		66
Silk and cotton mixtures		..		..		..		..	..		..	0 17		..	0 17		43
,, piece goods		..		..		..		..	..		..	211 16		..	211 16		200,602
,, ,, Japan		..		..		..		..	..		..	0 8		..	0 8		40
,, ,, Szechuen		..		..		..		..	..		..	1 9		..	1 9		305
,, raw		..		..		..		..	..		..	57 41		..	57 41		27,270
,, ,, Japan		..		..		..		..	..		..	1 86		..	1 86		744
,, ,, reeled from Dupions ..		..		..		..		..	..		..	13 86		..	13 86		2,356
,, ,, yellow from Szechuen ..		..		..		..		..	..		..	0 35		..	0 35		74
,, ribbons		..		..		..		..	..		..	0 35		..	0 35		254
,, thread		..		..		..		..	..		..	0 75		..	0 75		450
Silver thread		..		..		..		..	..		..	0 5		..	0 5		130
Skins, cat		..		..		..		..	..		972	..		972	..		208
,, lamb		..		..		..		..	..		1,140	..		1,140	..		1,564
,, rabbit		..		..		..		..	..		5,028	..		5,028	..		4,022
,, sheep		..		..		..		84	..		426	..		510	..		2,100
,, for clothing		..		..		..		40	..		10,776	..		10,816	..		42,543
Smalts		..		..		..		..	..		..	183 50		..	183 50		14,680
Snuff, foreign		..		..		..		..	..		..	1 7		..	1 7		321
,, native		..		..		..		..	..		..	27 0		..	27 0		702
Steel ware		..		..		..		..	..	{	240	..		240	..	}	560
Stereoscopes and slides		..		..		..		..	..	{	pkgs. 2	..		pkgs. 2	..		
Tea, black		..		..		..		..	..		259	..		259	..		256
,, Japan*		..		..		..		..	..		..	642 83		..	642 83		32,784
Telescopes		..		..		..		..	643 93		..	..		..	643 93		14,810
Timber, hard wood—																	
Beams		101		..		..		..	..		1,219	..		1,219	..		390
Masts and spars		68		..		..		..	..		..	..		101	..		1,402
Planks		200		..		..		..	..		..	..		68	..		6,800
Poles		1,000		..		..		..	..		..	..		200	..		300
														1,000	..		100

* Imported for the purpose of refiring.

Description of Goods.	In 20 British Vessels.		In American Vessels.		In 24 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Timber, soft wood—											
Masts and spars	18	..	..	..	..	..	..	..	18	..	360
Tinfoil	..	..	..	..	..	..	..	1 89	..	1 89	70
Tobacco, prepared	..	..	..	..	..	..	..	317 53	..	317 53	6,668
Toys	..	16 0	..	..	..	..	4,737 pkg. 1	..	4,737 pkg. 1	..	216
Ultramarine	..	..	..	..	..	14 40	..	183 28	..	213 68	6,868
Umbrellas, cotton	..	..	..	..	..	..	336	..	336	..	151
,, silk	..	..	..	..	..	..	471	..	471	..	1,766
Umbrella frames	..	..	..	..	6,000	..	1,259	..	7,259	..	1,496
Vermicelli	..	..	..	..	..	28 48	..	22 38	..	50 86	445
Wax, white	..	..	..	..	..	..	..	50 49	..	50 49	2,775
,, yellow	..	..	..	..	..	4 45	..	0 38	..	4 83	155
Wood, laka	..	1 90	..	..	..	..	..	0 21	..	2 11	9
,, sandal	..	9 62	..	..	..	..	..	1 1	..	10 63	98
Wool	..	..	..	..	..	103 25	..	122 8	..	225 33	3,155
											3,884,490

At 4*s.* 9¾*d.*, being the average rate of Exchange, at 6 months' sight, equal to £934,705 8*s.* 1½*d.*

RETURN of the Export Trade at the Port of Canton, for the Half-year ended December 31, 1863.

Description of Goods.	In 34 British Vessels. Aggregate Tonnage, 21,388.		In 2 American Vessels. Aggregate Tonnage, 2,042.		In 41 Sundry Vessels. Aggregate Tonnage, 10,426.		In River Steamers and Lorchas. In 331 Passages. Aggregate Tonnage, 112,866.		Total.		Estimated Value.
	Pieces.	Piculs cts.	Pieces.	Piculs cts.	Pieces.	Piculs c.	Pieces.	Piculs c.	Pieces.	Piculs cts.	Dollars.
Amber	..	0 9	..	..	..	..	..	1 39	..	1 48	122
,, beads	..	..	..	..	..	..	..	38 7	..	38 7	7,996
,, refuse	..	..	..	..	..	..	..	1 77	..	1 77	37
,, ware	..	0 7	..	..	..	..	..	0 6	..	0 13	106
Aniseed, broken	..	..	..	..	..	25 69	..	..	..	25 69	283
,, star	..	..	..	..	..	31 36	..	..	..	31 36	706
Arsenic	..	16 54	..	..	..	31 17	..	16 75	..	64 46	580
Artificial flowers	..	1 67	..	..	..	..	..	5 56	..	7 23	362

Asafœtida	..	..	..	..	3	67	..	..	..	..	3	47	..	7	23	..	14	37	517
Bamboo ware	..	..	..	..	154	40	..	..	..	..	93	87	..	153	39	..	401	66	11,246
Betel-nut	..	..	..	..	23	65	..	..	..	..	82	30	..	24	60	..	130	55	457
Bicho-de-mar, black	..	..	..	..	3	21	..	..	..	..	0	30	..	18	09	..	21	60	670
Bird's nests, 1st quality	..	..	..	..	0	17	..	..	..	..	0	83	..	1	37	..	2	37	6,281
,, 2nd quality	..	..	..	..	0	23	..	..	..	..	0	12	..	2	28	..	2	63	4,603
Bone ware	..	..	..	..	1	73	..	..	..	..	11	50	..	19	42	..	32	65	2,775
Books with characters	..	..	..	..	2	2	..	..	..	..	47	62	..	32	88	..	82	52	1,051
Brass buttons	..	..	..	..	217	85	..	..	..	..	311	18	..	389	96	..	918	99	82,709
,, leaf	..	..	..	..	4	7	..	..	..	..	2	22	..	261	65	..	267	94	12,502
,, ware	..	..	..	..	140	45	..	..	..	..	108	14	..	757	92	..	1,006	51	40,260
Buttons, cap woollen	..	..	56,995	..			..	..	300	..			23,206	..		80,501	..		1,177
,, coral, false	..	..	640	..			..	..	..	..			..	..		640	..		52
Cakes	..	..	..	..	0	42	..	..	..	..	..		..	25	24	..	25	66	373
Camphor, baroos clean	..	..	..	..	0	38	..	..	..	..	0	6	..	0	60	..	1	4	3,744
,, refuse	..	..	..	..	0	18	..	..	..	..	..		..	1	25	..	1	43	3,575
,, native	..	..	..	..	..		..	..	..	..	..		..	2	88	..	2	88	89
Canes	..	..	1,764,700	..			..	..	284,120	..			271,284	..		2,320,104	..		32,481
Caps, silk	..	..	3,636	..			..	..	5,932	..			170	..		9,738	..		1,948
Cardamoms, inferior	..	..	..	..	91	45	..	..	..	..	270	94	..	142	57	..	504	96	12,624
,, superior	..	..	..	..	27	2	..	..	..	..	13	2	..	20	39	..	60	43	7,252
,, husk	..	..	..	..	0	46	..	..	..	..	9	81	..	..		..	10	27	41
Cassia	..	..	..	..	1,408	66	..	650	0	..	3,061	37	..	1,273	58	..	6,393	61	105,495
,, buds	..	..	..	..	2	91	..	30	0	..	1	52	..	37	90	..	72	33	4,195
,, twigs	..	..	..	..	32	59	..	..		..	692	26	..	2	81	..	727	66	4,366
Chalk powder	..	..	..	..	..		..	..		..	..		..	13	30	..	13	30	19
,, prepared	..	..	..	..	193	11	..	..		..	748	90	..	16	93	..	958	91	11,184
Chestnuts	..	..	..	..	..		..	..		..	26	60	..	2	61	..	29	21	175
China root	..	..	..	..	..		..	..		..	..		..	689	67	..	689	67	3,448
China ware, coarse	..	..	..	..	32	96	..	27	27	..	7	23	..	9	72	..	77	18	1,544
,, fine	..	..	..	..	364	88	..	28	84	..	172	85	..	252	94	..	819	52	32,781
Cinnabar	..	..	..	..	1	40	..	..		..	1	40	..	0	90	..	3	70	122
Cinnamon	..	..	..	..	51	17	..	..		..	172	65	..	53	41	..	277	24	11,090
Citron, dried	..	..	..	..	5	85	..	..		..	14	67	..	33	44	..	53	96	1,171
Clay images	..	..	..	12	..		..	..	84	..			128	..		224	..		74
Clocks	..	..	..	21	..		..	..		..	..		2	..		23	..		171
Clothing, cotton	..	..	..	..	8	0	..	..		..	4	66	..	82	55	..	95	21	8,569
,, silk	..	..	..	..	0	77	..	..		..	..		..	88	29	..	81	6	40,530
Cloves	..	..	..	..	3	35	..	..		..	32	0	..	2	93	..	38	28	498
Cocoanut shell ware	..	..	19,010	..			..	..	4,000	..			..	..		23,010	..		10
Copper manufactured sheets	..	..	..	..			..	..		..			..	9	78	..	9	78	342
,, unmanufactured	..	..	..	..			..	..		..			..	9	45	..	9	45	265
,, ware	..	..	..	..	8	42	..	0	9	..	1	38	..	4	29	..	14	18	709
Coral beads	..	..	..	..	0	68	..	..		..	..		..	0	62	..	1	30	2,080

Description of Goods.	In 34 British Vessels.		In 2 American Vessels.		In 41 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Coral beads, imitation	..	5 1	..	..	..	..	..	11 84	..	16 85	354
,, imitation	..	..	..	..	..	..	..	0 99	..	0 99	100
,, ware	..	0 15	..	..	..	..	..	..	..	0 15	202
Cornelian beads	..	2 37	..	..	..	..	..	0 88	..	3 25	708
,, ware	..	3 85	..	..	..	..	..	0 93	..	4 78	4,302
Cotton cord	..	0 21	..	..	..	..	..	0 83	..	1 4	47
,, native	..	..	..	..	..	0 97	..	937 50	..	938 47	25,339
,, rags	..	..	..	..	..	..	..	180 0	..	180 0	2,340
,, thread	..	0 3	..	..	..	0 9	..	2 48	..	2 60	221
Cow, Bezoar	..	0 10	..	..	..	..	..	..	..	0 10	260
Crackers, fireworks	..	337 58	..	351 0	..	2,105 79	..	740 81	..	3,535 18	33,584
Curiosities	112 pkgs. 9	..	..	..	169	..	38	..	319 pkgs. 9	..	1,334
Cushions	36	..	..	..	471	..	162	..	669	..	217
Cuttle-fish	..	..	..	..	..	0 73	..	1 98	..	2 71	92
Dressing-cases	972	..	..	..	3,765	..	234	..	4,971	..	3,399
Drums	648	..	..	..	..	..	2,921	..	3,569	..	423
Ducks, dried	..	..	..	..	..	..	..	4 96	588,100	4 96	133
Earthenware	588,100	1,657 58	..	..	..	99 37	..	28 12	..	1,785 7	22,904
Elephants' teeth, 1st quality	..	..	..	..	..	..	..	1 16	..	1 16	232
,, ,, 2nd quality	..	..	..	..	..	..	..	1 7	..	1 7	128
Embroidered goods	71	..	..	..	5	..	612	..	688	..	408
Engravings	52	..	..	..	..	..	167	..	219	..	169
Fans, feather	458	..	..	..	132	..	5,084	..	5,674	..	851
,, gauze	3,553	..	..	..	331	..	2,258	..	6,142	..	935
,, palm-leaf, trimmed	22,582	..	114,700	..	7,200	..	6,036	..	150,518	..	10,536
,, ,, untrimmed	407,000	..	362,500	..	817,000	..	27,067	..	1,613,567	..	7,261
,, paper	49,644	..	..	..	85,063	..	45,154	..	179,861	..	14,389
Feathers, crow	91	..	..	..	20	..	..	..	111	..	126
,, dusters	11,658	..	..	..	1,370	..	279	..	13,307	..	295
,, peacock	50	..	..	..	..	..	13	..	63	..	216
Fish maws	..	7 50	..	..	..	..	..	0 54	..	8 4	402
,, shell	..	..	..	..	..	..	..	0 67	..	0 67	17
Flowers, dried	..	21 63	..	..	..	181 61	..	72 38	..	275 62	2,965
Galangal	..	..	..	..	..	200 0	..	1 90	..	201 90	908
Gamboge	..	4 35	..	..	..	0 50	..	0 50	..	5 35	96
Ginger	..	..	..	..	..	259 35	..	123 87	..	383 22	972
Ginseng, clarified	..	18 65	..	..	..	2 38	..	40 71	..	61 74	10,805
,, Corean, 1st	..	..	..	..	..	..	..	0 10	..	0 10	200

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Description of Goods.	In 31 British Vessels		In 2 American Vessels.		In 41 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat	Pieces.	Pic. cat.	Dollars.
Leather	..	8 60	..	..	..	9 39	..	2 88	..	20 97	377
,, ware	..	11 24	..	..	..	16 80	..	112 53	..	140 27	6,185
Lichees	..	169 41	..	..	..	199 80	..	23 0	..	392 21	2,647
Lung-ngan	..	553 59	..	..	..	4,261 33	..	387 40	..	5,202 32	42,919
,, pulp	..	0 10	..	..	..	..	..	137 22	..	137 32	2,266
Marble slabs	..	155 48	..	..	..	212 45	..	99 13	..	467 6	1,401
Mats	14,003	..	..	..	260	..	129,917	..	144,180	..	3,244
Mattings	4,737	..	10,516	..	5,535	..	2,555	..	23,343	..	105,044
Meat, salted	..	2 60	..	..	..	1 67	..	3 70	..	7 97	275
Medicine	..	256 80	..	..	..	716 74	..	371 18	..	1,344 72	25,319
Mica, friable	..	0 96	..	..	..	..	..	..	..	0 96	768
Mirrors, with frames	35,617	..	..	..	147,492	..	23,998	..	207,107	..	12,155
Mother-o'-pearl ware	..	0 50	..	..	..	0 5	..	1 71	..	2 26	1,017
Musical boxes	2	..	..	..	..	..	..	..	2	..	4
,, instruments	..	..	..	..	..	..	37	..	37	..	20
Musk	..	..	..	..	..	..	..	3 86	..	3 86	33,968
Nankeens	..	29 4	..	..	..	..	..	12 68	..	42 24	3,379
Nutgalls	..	200 0	..	..	..	0 52	..	16 92	..	678 55	7,125
Nutmeg	..	2 89	..	..	..	461 63	..	4 33	..	7 22	238
Oil, camphor	..	..	..	..	..	..	..	0 37	..	0 37	37
,, cassia	..	..	..	..	..	..	..	1 0	..	1 0	215
,, cloves	..	0 6	..	..	..	..	..	..	..	0 6	18
,, lamp	..	..	..	..	..	..	..	24 23	..	24 23	230
,, peppermint	..	0 49	..	..	..	0 6	..	1 55	..	2 10	2,310
,, rose	..	0 36	..	..	..	..	..	..	..	0 36	126
,, sandal wood	..	0 1	..	..	..	0 4	..	0 3	..	0 8	38
,, sediment	..	..	..	..	..	41 4	..	..	..	41 4	26
Olives	..	17 20	..	..	..	46 70	..	4 33	..	68 23	478
,, stoneware	71	..	..	..	30	..	227	..	328	..	84
Opium, *prepared*	..	26 57	..	..	..	0 20	..	..	..	26 77	35,692
,, trays	2,241	..	..	..	3,978	..	2,439	..	8,658	..	2,088

Ornaments	..	..	..	3,939	..	..	..	..	535	..	8,213	..	12,737	..	1,126
Paint, green	..	..	..	..	2 0	..	..	..	..	9 63	..	9 44	..	21 7	169
,, unenumerated	..	..	..	..	1 31	..	..	..	..	29 87	..	6 23	..	37 41	531
Paintings	..	..	..	59	..	..	..	..	85	..	190	..	334	..	292
,, rice paper	..	..	..	4,148	..	..	..	..	812	..	16,376	..	21,636	..	1,515
,, vine leaf	..	..	..	792	..	..	..	..	..	..	..	..	792	..	42
Paper, 1st quality	..	..	..	..	352 94	..	..	..	..	2,382 60	..	821 39	..	3,556 93	85,366
,, 2nd quality	..	..	..	..	1 79	..	..	..	..	3 61	..	1 24	..	6 64	40
,, oiled	..	..	..	..	..	..	..	..	..	..	..	12 95	..	12 95	363
Pearls	..	..	..	..	..	..	..	..	..	..	..	0 4	..	0 4	320
,, false	..	..	..	..	11 36	..	..	..	..	..	..	22 64	..	30 0	1,428
Peel, orange	..	..	..	..	62 27	..	..	..	..	535 68	..	16 6	..	614 1	6,140
,, pumelo	..	..	..	..	8 23	..	..	..	..	14 37	..	1 16	..	23 76	546
Pens, Chinese	..	..	..	1,100	..	..	..	..	..	..	1,450	..	2,550	..	23
Pewter ware	..	..	..	..	2 64	..	..	..	..	8 10	..	64 93	..	75 67	1,967
Plums, black	..	..	..	..	219 26	..	..	..	..	182 36	..	367 98	..	769 60	3,253
Pouches	..	..	..	1,628	..	..	..	..	600	..	5,154	..	7,382	..	1,320
Prawns, dried	..	..	..	..	..	..	..	..	..	..	..	40 80	..	40 80	898
Preserves	..	..	..	..	1,282 70	..	44 77	..	..	243 22	..	1,486 66	..	3,057 35	32,102
Putchuck	..	..	..	..	13 80	..	..	..	..	8 97	..	19 43	..	42 20	549
Raisins	..	..	..	..	..	..	..	..	..	..	..	21 74	..	21 74	261
Rattans	..	..	..	..	256 0	..	..	..	..	1,502 0	..	..	..	1,758 0	7,911
,, split	..	..	..	..	19 15	..	..	..	..	64 95	..	..	..	84 10	883
,, ware	..	..	..	..	54 35	..	..	..	..	87 18	..	13 25	..	154 78	2,786
Resin	..	..	..	..	115 93	..	..	..	..	..	..	..	..	115 93	298
Rhubarb	..	..	..	..	53 50	..	..	..	..	36 50	..	..	..	90 0	5,265
Rice	..	..	..	..	..	..	..	..	..	5,528 25	..	..	..	5,528 25	13,268
Rouge	..	..	..	..	6 61	..	..	..	..	129 80	..	3 62	..	140 3	6,566
Sandal-wood ware	..	..	..	..	0 32	..	..	..	..	0 22	..	4 50	..	5 4	1,966
Scales	..	..	sets	72	..	..	..	..	76	..	401	..	549	..	1,318
Scented beads	..	..	strings	2,361	..	..	..	..	100	..	634	..	3,095	..	256
Seed, flower	..	..	..	..	8 59	..	..	..	..	..	..	..	..	8 59	86
,, lotus	..	..	..	..	..	..	..	..	..	18 9	..	145 70	..	163 79	2,948
,, lucraban	..	..	..	..	..	..	..	..	..	14 25	..	..	..	14 25	57
,, olives	..	..	..	..	1 40	..	..	..	..	..	..	5 73	..	7 13	64
,, salisburia	..	..	..	..	..	..	..	..	..	..	..	4 64	..	4 64	37

Description of Goods.		In 31 British Vessels.		In 2 American Vessels.		In 41 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Sharks' fins, black	..	..	43 75	..	..	..	..	..	144 26	..	188 1	4,512
,, white	..	..	57 57	..	..	..	..	..	117 62	..	182 96	10,978
Shoes	pairs	4,866	..	..	..	1,880	7 77	22,646	..	29,392	..	23,514
,, straw ..	,,	300	..	..	..	200	..	374	..	874	..	131
Silk fish-lines ..	..	..	..	..	..	..	0 88	..	6 22	..	7 10	2,663
,, floss, Canton	..	..	..	..	..	..	..	..	28 9	..	28 9	8,427
,, ,, other provinces ..	..	..	7 72	..	..	..	1 52	..	7 92	..	17 16	8,580
,, piece goods ..	..	..	136 49	..	5 79	..	46 64	..	1,954 88	..	2,143 80	1,715,040
,, ,, Szechuen ..	..	..	7 20	..	..	..	..	..	0 33	..	7 53	2,636
,, and cotton mixture ..	..	..	13 26	..	..	..	0 1	..	50 73	..	64 0	19,200
,, raw and thrown ..	..	..	105 40	..	17 26	..	87 64	..	4,556 77	..	4,767 7	2,026,005
,, ,, reeled from Dupions ..	..	..	..	..	..	..	..	..	2 57	..	2 57	488
,, refuse	..	..	420 65	..	..	..	..	..	0 1	..	420 66	18,930
,, wild raw ..	..	..	20 0	..	..	..	..	..	2,970 12	..	2,990 12	290,042
,, ribbon and sashes ..	..	..	99 38	..	..	..	20 57	..	114 82	..	234 77	159,644
,, tassels	..	..	4 90	..	..	..	2 13	..	5 11	..	12 14	6,981
,, thread	..	..	2 29	..	..	..	15 97	..	87 2	..	105 28	55,272
Silver ware	..	..	0 7	..	0 11	..	..	..	11 24	..	11 42	34,260
Skins for clothing ..	..	..	..	..	..	..	..	23	..	23	..	90
Smalt	..	..	22 61	..	..	..	19 36	..	9 72	..	51 69	4,394
Snuff, native	..	..	23 85	..	..	..	12 56	..	72 85	..	109 26	2,950
Soy	..	..	6 39	..	..	..	..	..	66 92	..	73 31	348
Spectacles	pairs	44	..	..	..	538	..	989	..	1,571	..	284
Steel ware	..	23,073	..	..	..	16,318	..	44,275	..	83,666	..	4,299
Straw braid	..	..	..	..	47 0	..	196 6	..	36 13	..	279 19	8,934
Sugar, brown	..	..	3,442 58	..	..	..	10,728 41	..	..	..	14,170 99	60,935
,, white	..	..	224 20	..	..	..	2,924 83	..	152 28	..	3,301 31	22,779
,, candy	..	..	31 96	..	..	..	5,265 0	..	6,817 88	..	12,114 84	115,091
Sun-dials	..	1,279	..	..	..	3,680	..	1,720	..	6,679	..	299
Table covers	..	..	..	..	..	..	..	286	..	286	..	180
Tea, black	..	..	47,298 65	..	1,166 34	..	999 55	..	2,520 99	..	51,985 53	1,648,228

,, green	..	..	..	..	13,452	62	..	2,334	37	..	1,420	16	..	4,834	33	..	22,041	48	548,073
,, Japan	..	..	..	..	..		..	..		..	661	29	..	..		..	661	29	17,194
,, pots	..	..	..	..	..		..	..		35	..		96	..		131	..		121
,, sieves	..	..	..	..	..		..	..		..	..		85	..		85	..		22
Tiles ..	..	..	..	23,500	..		..	..		..	..		..	..		23,500	..		643
Tin leaf	..	..	..	..	20	86	..	..		..	59	74	..	110	4	..	190	64	7,244
,, ware	..	..	..	..	2	54	..	..		..	13	70	..	11	78	..	28	2	514
Tobacco, prepared	..	..	..	..	695	40	..	..		..	1,101	81	..	884	60	..	2,281	81	54,763
Tortoiseshell	..	..	..	..	0	64	..	..		..	..		..	0	3	..	0	67	194
,, ware	..	..	..	..	0	2	..	..		..	0	3	..	0	32	..	0	37	407
Toys ..	..	..	..	6	..		..	..		130	..		635	..		771	..		64
Turbans	..	..	..	24	..		..	..		..	..		600	..		624	..		262
Turmeric	..	..	..	..	..		..	..		..	41	5	..	28	73	..	69	78	328
Umbrellas, cotton		..	..	..	..		..	..		620	..		469	..		1,089	..		327
,, paper		..	..	16,210	..		..	..		150	..		154,000	..		170,360	..		15,332
,, silk	..	..	..	45	..		..	..		..	..		11,982	..		12,027	..		21,048
Vermilion	..	..	..	..	77	48	..	..		..	177	17	..	196	58	..	451	23	30,909
Watch chains, keys, and springs			..	10,600	..		..	..		3,640	..		6,860	..		21,100	..		567
Wax, white	..	..	..	..	0	2	..	..		..	..		..	6	33	..	6	35	381
,, yellow	..	..	..	..	..		..	..		..	1	98	..	3	84	..	5	82	204
Wood beads	..	..	strings	10	..		..	..		220	..		120	..		350	..		58
,, fragran.	..	..	..	..	4	62	..	..		..	..		..	1	17	..	5	79	116
,, garroo	..	..	..	..	1	42	..	..		..	..		..	1	87	..	3	29	378
,, laka	..	..	..	..	2	30	..	..		..	9	80	..	0	15	..	12	25	55
,, sandal	..	..	..	..	68	6	..	..		..	136	66	..	192	37	..	397	9	4,765
,, sapan	..	..	..	..	131	10	..	..		..	..		..	..		..	131	10	328
,, ware	..	..	..	..	211	40	..	..		..	647	46	..	418	55	..	1,277	41	31,935
Woollen collars	..	..	..	2,835	..		..	..		12,770	..		1,345	..		16,950	..		2,022
Writing boxes	..	..	..	4	..		..	..		132	..		370	..		506	..		211
																			8,453,550

At 4*s*. 9¾*d*., being the average rate of Exchange at 6 months' sight, equal to £2,034,135 9*s*. 4½*d*.

RETURN of the Re-Export Trade at the Port of Canton, for the Half-Year ended 31st December, 1863.

Description of Goods.	In British Vessels.		In American Vessels.		In 24 Sundry Vessels.		In River Steamers and Lorchas.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Dollars.
Cotton, Bombay	..	..	..	..	..	..	..	798 75	..	798 75	17,173
Cotton Piece goods—											
Dyed, figured, and plain	..	..	..	..	..	..	1,300	..	1,300	..	5,850
Shirtings, grey	..	..	..	..	..	..	2,450	..	2,450	..	11,148
T-cloth	..	..	..	..	..	..	100	..	100	..	410
Velveteen	..	..	..	..	..	..	358	..	358	..	3,580
Clocks	..	..	..	..	..	..	22	..	22	..	400
Glass, window	..	sq. feet	..	..	40,000	..	..	..	40,000	..	1,420
Linen	..	..	..	..	..	..	307	..	307	..	2,149
Matches	..	gross	..	..	1,350	..	..	..	1,350	..	1,350
Metals—											
Lead, in pigs	..	..	..	1,920 85	..	..	..	..	..	1,920 85	14,406
„ in sheets	..	..	..	..	..	..	..	..	..	..	
Steel	..	..	..	..	..	117 60	..	..	..	117 60	894
Tea-lead	..	..	..	80 0	..	..	..	..	..	80 0	1,120
Woollen manufactures—											
Camlets, English	..	..	..	..	..	..	430	..	430	..	8,600
Medium cloth	..	..	..	..	..	..	150	..	150	..	6,600
Spanish stripes	..	..	..	..	..	..	455	..	455	..	8,645
							..	57 45	..	57 45	704
Cloves	..	..	..	..	..	..	1,750	..	1,750	..	140
Fans, paper	..	..	..	..	..	..	..	27 99	..	27 99	560
Raisins	..	..	..	..	..	..	..	2 80	..	2 80	154
Rose maloes	..	..	..	..	..	..	..	4 30	..	143 80	7,334
Tea, black	..	..	..	139 50	..	..	..	133 8	..	133 8	1,231
Wood, sandal	..	..	..	..	..	..	..				93,868

At 4*s.* 9¾*d.*, being the average rate of Exchange at six months' sight, equal to £22,586 19*s.* 9*d.*

Export of Tea during the Half-Year ended June 30, 1863.

Destination.	Congou.	Souchong.	Ooloong.	Orange Pekoe.	Scented Caper.	Pekoe.	Pouchong.	Total Black.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gunpowder.	Total Green.
	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.
Great Britain ...	50,097 50	970 4	24 69	10,677 51	11,942 21	171 0	10 52	73,893 47	2,276 25	491 35	22 41	...	749 70	8,300 19	11,839 90
United States ...	0 40	...	507 32	...	...	...	...	507 72	5,549 98	715 71	566 21	63 57	663 31	1,336 37	8,895 15
Continent	15 43	39 46	0 10	16 0	...	3 50	67 25	141 74	...	27 37	35 10	...	328 22	344 32	735 1
Madras	9 36	20 73	...	...	...	...	36 71	66 80	5 40	...	...	...	...	...	5 40
Bombay	0 30	...	0 36	...	...	...	...	0 66	42 75	76 33	...	...	...	...	119 8
Hong Kong	1,373 83	328 7	77 15	249 28	99 30	121 61	6,484 20	8,733 44	1,435 22	1,520 99	257 27	...	160 69	1,138 17	4,512 64
	51,496 82	1,358 30	609 62	10,942 79	12,041 51	296 11	6,598 68	83,343 83	9,309 60	283 75	880 99	63 57	1,902 22	11,119 5	26,107 18

	Black.	Green.	Total.
	Lbs.	Lbs.	Lbs.
Great Britain direct ...	9,852,463	1,587,653	11,431,116
United States	67,696	1,186,020	1,253,716
Continent	18,899	98,001	116,900
Madras	8,907	720	9,627
Bombay	88	15,877	15,965
Hong Kong	*1,164,459	601,685	1,766,144
	11,112,512	3,480,956	14,593,468

Export of Silk during the Half-year ended June 30, 1863.

Destination.	Raw.	Thrown.	Total.	Wild Raw.	Refuse.
	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.
Great Britain direct	55 20	...	55 20	...	274 95
United States	0 38	...	0 38	...	...
Hong Kong for Great Britain, the Continent, and Bombay ...	793 28	83 21	876 49	900 0	0 10
Bombay direct	5 0	...	5 0	22 0	...
	853 86	83 21	937 7	922 0	275 5

* By river steamers, lorchas, and China boats.

Summary of Duties paid during the Half-Year ended June 30, 1863.

	Tonnage.	Coast Trade.				Import.				Export.				Tonnage Dues.				‡Total.			
British.		Taels	m.	c.	c.	Taels	m.	c.	c.	Taels	m.	c.	c.	Taels	m.	c.	c.	Taels	m.	c.	c.
To 31st January	7,352	1,304	0	1	9	6,792	2	7	4	17,618	4	5	2	1,223	6	0	0	25,634	3	2	6
28th February	6,180	1,183	8	5	3	6,620	5	4	6	34,146	5	0	3	600	8	0	0	41,367	8	4	9
31st March	8,463	398	0	3	2	7,482	2	7	3	64,233	2	3	2	1,332	8	0	0	73,048	3	0	5
30th April	9,073	482	5	6	7	11,085	2	3	8	45,471	0	1	1	1,247	0	0	0	57,803	3	4	9
31st May	5,244	69	7	8	4	1,704	9	3	9	30,193	5	5	6	414	0	0	0	32,312	4	9	5
30th June	4,524	146	6	0	4	2,432	1	7	8	24,686	3	7	2	384	0	0	0	27,502	5	5	0
American.	*40,836	3,584	8	5	9	36,117	4	4	8	216,349	1	2	6	5,202	3	0	0	257,668	8	7	4
To 31st January	12,892	1,042	1	5	7	16,432	5	4	6	11,518	5	3	1	211	6	0	0	28,162	6	7	7
28th February	14,018	934	8	7	5	24,005	8	3	9	13,819	1	8	0	344	8	0	0	33,169	8	1	9
31st March	12,844	558	4	9	6	17,027	9	2	4	9,540	6	9	5	124	4	0	0	26,693	0	1	9
30th April	14,826	1,351	1	4	3	33,228	1	7	3	10,416	0	6	8	865	0	0	0	44,509	2	4	1
31st May	15,407	2,522	6	2	8	11,251	9	1	9	18,705	5	0	9	555	0	0	0	30,507	4	2	8
30th June	11,574	991	9	0	8	10,113	8	5	5	8,926	2	2	2	434	0	0	0	19,474	0	7	7
Sundry.	†81,561	7,401	2	0	7	112,060	2	5	6	72,926	2	0	5	2,529	8	0	0	187,516	2	6	1
To 31st January	2,296	807	8	6	3	79	3	0	2	4,747	8	4	4	211	2	0	0	5,038	3	4	6
28th February	1,980	411	1	2	4	1,220	9	3	7	1,698	6	8	3	265	6	0	0	3,185	2	2	0
31st March	2,531	124	0	2	0	212	0	6	3	15,483	7	4	3	716	0	0	0	16,411	8	0	6
30th April	1,151	..				..				3,301	8	1	2	174	8	0	0	3,476	6	1	2
31st May	2,648	308	5	4	0	702	5	9	8	9,344	2	8	6	366	8	0	0	10,413	6	8	4
30th June	2,730	164	2	5	5	129	1	8	8	22,521	6	2	9	268	0	0	0	22,918	8	1	7
	13,336	1,815	8	0	2	2,344	0	8	8	57,097	9	9	7	2,022	4	0	0	61,444	4	8	5
Total	135,733	12,801	8	6	8	150,521	7	9	2	346,373	3	2	8	9,734	5	0	0	506,629	6	2	0

* Including 13,092 tons river steamers and lorchas. † Including 68,058 tons river steamers. ‡ These totals do not include Coast Trade duty.

Return of Shipping for the Half-Year ended June 30, 1863.

Flag.	Entered Inwards.						Cleared Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	19	10,668	26	17,188	45	27,856	28	16,913	18	10,831	46	27,744
River Steamers ..	83	10,785	17	1,918	100	12,703	89	11,435	11	1,268	100	12,703
American	4	3,369	18	12,398	22	15,767	4	2,417	17	11,176	21	13,593
River Steamers ..	174	63,425	37	4,731	211	68,156	210	68,058	1	98	211	68,156
Sundry	23	6,715	18	5,778	41	12,493	34	10,498	10	8,838	44	13,336
Total	303	94,962	116	42,013	419	136,975	365	109,321	57	26,211	422	135,532

Import of Opium during the Half-Year ended June 30, 1863.

	Malwa.			Patna.			Total.		
	Chests.	Piculs	c.	Chests.	Piculs	c.	Chests.	Piculs	c.
To 31st January ..	318½	318	43	150¼	175	81	468¾	494	24
28th February ..	196½	196	58	374¾	456	13	571¼	652	71
31st March ..	121½	121	53	189⅓	229	12	310¾	350	65
30th April ..	492½	492	48	516	626	93	1,008½	1,119	41
31st May ..	91½	91	51	27	32	53	118½	124	4
30th June ..	59½	59	37	60	74	27	119½	133	64
	1,280	1,279	90	1,317¼	1,594	79	2,597¼	2,874	69

Export of Tea during the Half-Year ended December 31, 1863.

Destination.	Congou.	Souchong.	Ooloong.	Orange Pekoe.	Scented Caper.	Pekoe.	Pouchong.	Total Black.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gunpowder.	Total Green.
	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.
Great Britain... ...	18,584 54	1,727 17	1 52	10,728 32	14,782 99	...	1 44	45,775 98	1,576 16	319 53	562 25	...	748 48	8,920 61	12,127 3
United States ...	1 70	...	1,165 51	...	...	...	190 86	1,358 7	1,328 10	108 71	326 60	47 53	227 59	295 84	2,334 37
Australia	62 27	...	...	249 0	...	...	...	311 27	...	...	962 82	...	...	...	962 82
Continent	9 65	280 67	...	63 37	...	...	0 16	353 85	4 92	227 78	114 33	...	548 93	609 88	1,505 84
South America ...	679 88	8 40	36 90	197 25	9 0	0 58	610 0	1,452 1	...	...	...	...	...	277 9	277 9
Bombay	8 40	0 70	...	2 0	...	7 70	2 0	20 80	...	...	...	...	...	...	...
Hong Kong	1,175 85	169 68	61 60	516 89	174 92	35 5	490 6	2,623 55	361 47	2,876 21	369 0	...	81 96	1,145 69	4,834 33
	20,522 29	2,186 62	1,265 53	11,756 33	14,916 91	43 33	1,294 52	51,985 53	3,270 65	3,532 23	2,335 0	47 53	1,606 96	11,249 11	22,041 48

	Black.	Green.	Total.
	Lbs.	Lbs.	Lbs.
Great Britain	6,103,464	1,616,937	7,720,401
United States	181,076	311,249	492,235
Australia	41,503	128,376	169,879
Continent	47,180	200,779	247,959
South America	205,601	36,945	242,546
Bombay	2,773	...	2,773
Hong Kong*	349,807	644,577	994,384
Total	6,931,404	2,938,863	9,870,267

* By river steamers.

Summary of Duties paid during the Half-Year ended December 31, 1863.

	Tonnage.	Coast Trade.	Import.	Export.	Tonnage Dues.	‡Total.
British.		Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
To 31st July	4,909	273 5 7 8	4,874 6 1 6	23,437 5 5 7	304 0 0 0	28,616 1 7 3
31st August	7,284	247 7 1 9	2,794 0 9 0	44,108 6 5 4	1,641 1 0 0	48,543 8 4 4
30th September	8,650	674 1 3 1	4,151 2 8 7	60,071 2 8 7	1,353 2 0 0	65,575 7 7 4
31st October	6,137	562 6 4 3	2,121 1 3 0	16,547 3 6 0	505 2 0 0	19,173 6 9 0
30th November	6,075	37 6 2 8	1,155 2 0 1	10,151 4 4 6	472 3 0 0	11,778 9 4 7
31st December	6,405	245 1 0 7	4,026 2 8 5	27 440 6 9 7	1,644 7 0 0	33,111 6 8 2
American.	*39,460	2,041 0 0 6	19,122 6 0 9	181,757 0 0 1	5,920 5 0 0	206,800 1 1 0
To 31st July	13.942	1,001 6 9 9	17,071 6 9 8	23,549 1 9 9	..	40,620 8 9 7
31st August..	14,414	951 4 2 3	7,243 8 4 8	16,286 5 8 2	146 2 0 0	23,675 8 3 0
30th September	11,518	1,777 0 0 5	9,476 9 6 5	18,327 0 1 5	211 6 0 0	28,015 5 8 0
31st October	22,209	1,472 9 4 2	9,605 4 8 8	24,581 0 1 6	327 2 0 0	34,513 7 0 4
30th November	24.857	1,678 7 9 8	9,746 0 7 9	19,070 1 9 9	361 2 0 0	29,177 3 8 8
31st December	23,747	1,010 5 8 4	11,796 9 2 4	12,211 6 7 5	146 2 0 0	24,154 7 9 9
Sundry.	†110,687	8,022 3 5 1	64,940 2 0 2	114,025 5 9 6	1,192 4 0 0	180,158 1 9 8
To 31st July	1,071	..	..	4,403 8 5 8	274 5 0 0	4,678 3 5 8
31st August..	2,588	300 4 6 7	596 6 7 5	3,271 7 2 7	238 4 0 0	4,206 8 0 2
30th September	2,647	181 4 8 0	388 5 4 7	6,613 2 6 6	506 9 0 0	7,508 7 1 3
31st October	5,229	269 9 3 0	1,227 6 5 0	5,046 0 9 2	616 0 0 0	6,889 7 4 2
30th November	2,371	268 5 5 2	..	4,271 6 8 6	308 0 0 0	4,579 6 8 6
31st December	1,493	357 5 6 1	238 5 8 2	4,562 8 1 9	62 4 0 0	4,863 8 0 1
	15,399	1,377 9 9 0	2,451 4 5 4	28,169 4 4 8	2,106 2 0 0	32,727 1 0 2
Total	165,546	11,441 3 4 7	86,514 2 6 5	323,952 0 4 5	9,219 1 0 0	419,685 4 1 0

* Including 9,559 tons river steamers and lorchas. † Including 104,112 tons river steamers. ‡ These totals do not include coast trade duty.

Export of Silk during the Half-Year ended December 31, 1863.

Destination.	Raw.	Thrown.	Total.	Wild Raw.	Refuse.
	Piculs cts.	Piculs cts.	Piculs cts.	Piculs c.	Piculs cts.
Great Britain direct	22 40	..	22 40	..	420 65
United States..	104 90	..	104 90	..	..
Hong Kong, for Great Britain, the Continent, and Bombay ..	4,343 86	212 91	4,556 77	2,970 12	..
Bombay direct	83 0	..	83 0	20 0	0 1
	4,554 16	212 91	4,767 7	2,990 12	420 66

Return of Shipping for the Half-Year ended December 31, 1863.

Flag.	Entered Inwards.						Cleared Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	20	10,677	31	18,902	51	29,569	34	21,388	15	7,753	49	29,141
River steamers	60	8,484	7	1,075	67	9,559	62	8,754	5	805	67	9,559
American	..	..	5	3,798	5	3,798	2	2,042	5	4,333	7	6,375
River steamers	237	99,284	32	4,828	269	104,112	269	104,112	..	..	269	104,112
Sundry	24	5,917	32	10,590	56	16,507	41	10,426	12	4,973	53	15,399
Total	341	124,352	107	39,193	448	163,545	408	146,722	37	17,864	445	164,586

Import of Opium during the Half-Year ended December 31, 1863.

	Malwa.			Patna.			Total.		
	Chests.	Pic.	c.	Chests.	Pic.	c.	Chests.	Pic.	c.
To 31st July ..	84½	84	37	164	192	95	248½	277	32
31st August ..	15	14	94	55	64	79	70	79	73
30th September.	62½	62	48	58	67	33	120½	129	81
31st October ..	40½	40	48	40	47	68	80½	88	16

	Malwa.			Patna.			Total.		
	Chests.	Pic.	c.	Chests.	Pic.	c.	Chests.	Pic.	c.
To 30th November.	83½	83	22	27	31	83	110½	115	5
31st December .	210	210	41	32	37	33	242	247	74
	496	495	90	376	441	91	872	937	81

Export of Tea during the Year ended December 31, 1863.

Destination.	Congou.	Souchong.	Ooloong.	Orange Pekoe.	Scented Caper.	Pekoe.	Pouchong.	Total Black.	Young Hyson.	Hyson.	Hyson Skin.	Imperial.	Gunpowder.	Twankay.	Total Green.
	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pfc. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.	Pic. c.
Great Britain... ...	68,682 4	2,679 21	26 21	21,405 83	26,675 20	171 0	11 96	119,669 45	3,852 41	810 88	584 66	1,498 18	17,220 80	...	23,966 93
United States ...	2 10	...	1,672 83	...	...	...	190 86	1,865 79	6,878 8	824 42	892 81	890 90	1,632 21	111 10	11,229 52
Continent	25 8	320 13	0 10	79 37	...	3 50	67 41	495 59	4 92	255 15	149 43	877 15	954 20	...	2,240 85
Australia	62 27	...	...	249 0	...	...	...	311 27	...	...	962 82	...	...	...	962 82
South America ...	679 88	8 40	36 90	197 25	9 0	0 58	610 0	1,452 1	...	...	...	...	277 9	...	277 9
Bombay	8 70	0 70	0 36	2 0	...	7 70	2 0	21 46	42 75	76 33	...	...	...	...	119 8
Madras	9 36	20 73	...	...	...	...	36 71	66 80	5 40	...	...	...	...	...	5 40
Hong Kong	2,549 68	497 75	138 75	765 67	274 22	156 66	6,974 26	11,356 99	1,796 69	4,397 20	626 27	242 95	2,283 86	...	9,346 97
	72,019 11	3,544 92	1,875 15	22,699 12	26,958 42	339 44	7,893 20	135,329 36	12,580 25	6,363 98	3,215 99	3,509 18	22,368 16	111 10	48,148 66

	Black.	Green.	Total.
	Lbs.	Lbs.	Lbs.
Great Britain direct ...	15,595,927	3,195,590	19,151,517
United States	248,772	1,497,269	1,746,041
Continent	66,079	298,780	364,859
Australia	41,503	128,376	169,879
South America	205,601	36,945	242,546
Bombay	2,861	15,877	18,738
Madras	8,907	720	9,627
Hong Kong*	1,514,266	1,246,262	2,760,528
Total	18,043,916	6,419,819	24,463,735

* By river steamers, lorchas, and China boats.

Export of Silk during the Year ended 31st December, 1863.

Destination.	Raw.	Thrown.	Total.	Wild Raw.	Refuse.
	Piculs cts.	Piculs cts.	Piculs cts.	Piculs cts.	Piculs cts.
Great Britain direct	77 60	..	77 60	..	695 60
United States	105 28	..	105 28	..	..
Hong Kong for Great Britain, the Continent, and Bombay ..	5,137 14	296 12	5,433 26	3,870 12	0 10
Bombay direct	88 0	..	88 0	42 0	0 1
	5,408 2	296 12	5,704 14	3,912 12	695 71

Summary of Duties paid during the Year ended 31st December, 1863.

	Tonnage.	Coast Trade.	Import.	Export.	Tonnage Dues.	‡Total.
British.	No. of Tons.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
From 1st January to 31st December, 1863 ..	*80,296	5,625 8 6 5	55,240 0 5 7	398,106 1 2 7	11,122 8 0 0	464,468 9 8 4
American.						
From 1st January to 31st December, 1863 ..	†192,248	15,423 5 5 8	177,900 4 5 8	186,951 8 0 1	3,722 2 0 0	367,674 4 5 9
Sundry.						
From 1st January to 31st December, 1863 ..	28,735	3,193 7 9 2	1,795 5 4 2	85,267 4 4 5	4,108 6 0 0	94,171 5 8 7
	301,279	24,243 2 1 5	237,036 0 5 7	670,325 3 7 3	18,953 6 0 0	926,315 0 3 0

Import of Opium during the Year ended 31st December, 1863.

	Malwa.		Patna.		Total.	
	Chests.	Piculs cts.	Chests.	Piculs cts.	Chests.	Piculs cts.
First Half-year ..	1,280	1,279 90	1,317¼	1,594 79	2,597¼	2,874 69
Second Half-year ..	496	495 90	376	441 91	872	937 81
	1,776	1,775 80	1,693¼	2,036 70	3,469¼	3,812 50

* Including 22,651 tons river steamers and lorchas. † Including 172,170 tons river steamers. ‡ These totals do not include coast trade duty.

Return of Shipping during the Year ended 31st December, 1863.

Flag.	Entered Inwards.						Cleared Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	39	21,335	57	36,090	96	57,425	62	38,301	33	18,584	95	56,885
River steamers	143	19,269	24	2,993	167	22,262	151	20,189	16	2,073	167	22,262
American	4	3,369	23	16,196	27	19,565	6	4,459	22	15,509	28	19,968
River steamers	411	162,709	69	9,559	480	172,268	479	172,170	1	98	480	172,268
Sundry	47	12,632	50	16,368	97	29,000	75	20,924	22	7,811	97	28,735
Total	644	219,314	223	81,206	867	300,520	773	256,043	94	44,075	867	300,118

Summary of Trade at the Port of Canton, for the Year 1863.

VALUE OF IMPORT TRADE.

				£	s.	d.
General Imports for the half-year ended 30th June	5,620,795	Mexican dollars, at 4s. 9½d.	equal to	1,346,648	16	0½
,, ,, for the half-year ended 31st December	3,884,490	,, ,, at 4s. 9¼d.	,,	934,705	8	1½
Total	9,505,285	,, ,, ..	equal to	2,281,354	4	2

VALUE OF EXPORT TRADE.

				£	s.	d.
General Exports, for the half-year ended 30th June	7,629,512	Mexican dollars, at 4s. 9½d.	equal to	1,827,903	18	4
,, ,, for the half-year ended 31st December	8,453,550	,, ,, at 4s. 9¾d.	,,	2,034,135	9	4½
Total	16,083,062	,, ,, ..	equal to	3,862,039	7	8½

No. 6.

Mr. Wade to Earl Russell.—(*Received October* 26.)

My Lord, *Peking, August* 11, 1864.

I HAVE the honour to forward herewith the Report on Trade at Tien-tsin for the year 1863, which has only now reached me.

I have, &c.

(Signed) THOMAS FRANCIS WADE.

Inclosure in No. 6.

Report on the Trade of the Consular District of Tien-tsin for the Year 1863.

Section 1.—*Shipping and Navigation.*

British and Foreign Vessels.—The Shipping Returns for the year 1863, as compared with the Returns of 1862, exhibit an increase in the number of British vessels trading at the port of Tien-tsin equal to one-half. Indeed, the British vessels exceed all the other foreign flags, exclusive of the Americans, which visit this port, by a little more than one-third. The subjoined Table will fully illustrate the truth of this :—

Flag.	Shipping in 1863.		Shipping in 1862.	
	No.	Tons.	No.	Tons.
British	69	19,108	39	10,671
American	20	6,558	18	4,436
Sundry	45	10,610	54	11,464
Totals	134	36,276	111	26,561

The decrease with the returns exhibit in the number of "sundry" vessels is accounted for, first, by the British merchants extensively employing small steamers in the Tien-tsin trade; and, secondly, by the British merchants having a quantity of light handy sailing-vessels suitable for this trade.

First. I mentioned in my Report of 1862, the decrease of "sundry" vessels as compared with 1861, and I employed the following remarks as being, in my opinion, explanatory of the fact :—"The increase of small steamers in 1862" (as now in 1863), "connected with the Tien-tsin trade is, however, the principal cause of the decrease of continental shipping. These small steamers, nearly all of which hoist English colours, are undoubtedly by far the most convenient class of vessels for the traffic at this port. The city of Tien-tsin stands about 65 miles from the village of Taku, upon a river which, owing to its insufficient depth of water and tortuous course, is extremely difficult of navigation. At the mouth of river (Pei-ho) there is a bar, which renders it unsafe for vessels drawing more than 11 feet 6 inches of water to enter Taku anchorage; while outside in the gulf the weather is often so boisterous, and the swell so high, that vessels cannot discharge their cargoes for several days together. The convenience, therefore, of a class of steam-vessels able not only to clear the bar, but to carry their cargoes right up this 65 miles of river navigation to the very gates of the merchants' godowns is very great.

The trouble of hiring native boats, the slowness and stupidity of the native sailors, their dishonesty, the inconvenience of transhipment, and the delay which it occasions, have induced merchants to employ light swift steamers. Three such vessels have run regularly in 1863 between

Tien-tsin and Shanghae, and several others have made occasional trips at moderate intervals.

Secondly. The British merchants at Tien-tsin have a sufficient quantity of sailing-vessels of a light draught of water, which renders the chartering of continental vessels superfluous. This was not so in 1861. British vessels could not be obtained of a size small enough for the Tien-tsin trade. The British merchants had, therefore, to charter continental vessels.

But the freight of German and Danish vessels has fallen in the market. The five or six British steamers, which trade between this and Shanghae, have engrossed the trade which belonged to continental vessels in 1861, and British merchants like British vessels better than those flying the flags of other Powers.

Coasting Vessels.—Foreign and Native.—The foreign vessels that visit Tien-tsin are, in the vast majority of instances, engaged in a merely coast trade. The merchants, foreign and native, in Hong Kong, Canton, and the other Southern ports, charter foreign ships to transport their merchandize to Tien-tsin; and the merchants, foreign and native, in Tien-tsin employ foreign vessels to export their merchandize to Shanghae, Hong Kong, Canton, and other southern ports: the foreign ships and steamers generally touch at Shanghae, or make Shanghae their destination. The coasting trade at Tien-tsin, the only trade of the port, in the great majority of cases is done by native or foreign Shanghae houses.

Not only are foreign vessels employed in a coasting trade between this port and Southern China, but they import and export native produce. Foreign vessels bring up to Tien-tsin, not only foreign manufactures, but sugar, rice, tea, oil, medicine, paper, and other native produce, for which there is an extensive market at this port; and foreign vessels carry away not merely re-exports, but beans, peas, cotton, wool, hides, fruit, medicine, and other produce of Northern China, as well as the native junks. For particulars of the coasting trade, I beg to refer to my Report on the trade of Tien-tsin in 1861–62.

The native junk is rapidly disappearing from the highways of commerce; the native merchants do not engage them; the principle of marine insurance annihilates the native craft. "Can you insure?" is a question which the Chinese merchants almost invariably put. Eighty southern junks came in 1863, one-third of their holds were empty; 127 came in 1862. The 80 junks which entered in 1863 contained rice, sugar, tea, oil, paper, medicine, fruit, preserves, silk pieces, native hardware, wood, prepared opium, birds' nests, fish, sharks' fins, &c., and they took away peas, beans, salt, fruit, vegetables, fish, wheat, barley, millet, medicine, ginseng, &c.

The coasting trade done in this Consular district by the native junk is very great.

Ports and Harbours, Buoys, Lighthouses, and Junk Buildings.—For a description of the ports, harbours, buoys, lights, lighthouses, and junk buildings, I must refer to my Report drawn up in 1862.

Section 2.—*Trade and Commerce.*

Foreign Trade Imports.—The Import Return for 1863, given below, will sufficiently indicate the nature and extent of the trade transacted at Tien-tsin during 1863. Except cotton manufactures, the Returns for 1863, compare very favourably with those for 1862.

RETURN of the Import Trade at the Port of Tien-tsin for the Year 1863.

Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		Total. In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Plain shirtings, grey	79,401	..	2,850	..	3,900	..	86,151	..	310,143
„ white	28,207	..	2,050	..	..	..	30,257	..	127,079
„ dyed	320	..	..	..	44	..	364	..	1,237
T-cloths, grey, 24 yards	21,599	..	..	..	..	..	21,599	..	77,756
Domestics	4,680	..	..	..	..	..	4,680	..	23,400
Figured shirtings, white	3,947	..	..	..	..	..	3,947	..	13,419
Brocades, white	950	..	..	..	..	..	950	..	3,230
„ dyed	600	..	..	..	..	..	600	..	2,040
Damasks, dyed	703	..	..	..	..	..	703	..	9,139
„ woollen	760	..	..	..	..	..	760	..	9,880
Turkey red cloths	8,200	..	..	..	9,800	..	18,000	..	90,000
Chintzes	6,830	..	..	..	..	..	6,830	..	13,660
„ Japan	980	..	..	..	..	..	980	..	2,744
„ velvet	61	..	..	..	..	..	61	..	263
Handkerchiefs dozen	1,080	..	..	..	50	..	1,130	..	565
Muslins	200	..	..	..	..	..	200	..	300
„ Japan	1,987	..	..	..	..	..	1,987	..	2,980
Velvets	1,136	..	..	..	..	..	1,136	..	4,544
Velveteens	703	..	..	..	..	..	703	..	2,284
Fustians	977	..	..	..	..	..	977	..	4,201
Satteens	317	..	..	..	..	..	317	..	76,080
Cotton cloths	294	..	..	..	..	..	294	..	88
Drills, American	3,705	..	..	..	..	..	3,705	..	18,528
Jeans	..	..	398	..	..	..	398	..	1,990
Sheetings	80	..	..	..	..	..	80	..	320
Longcloths	600	..	..	..	..	..	600	..	4,200
Spanish stripes	1,232	..	..	..	96	..	1,328	..	47,808

Cloth, Japan							640	..		..		..		..		..		640	..		1,792
Long ells							3,440	..		..		..		46	..			3,486	..		24,402
Camlets, English							2,967	..		..		..		75	..			3,042	..		15,210
Lastings							777	..		20	..	..		..		797	..		9,564		
Bunting							80	..		..		..		..		80	..		360		
Woollen and cotton mixture							172	..		..		..		..		172	..		860		
Metals—																					
Iron-ware							..	12	43	..		..		..		..	12	43	40		
Brass-ware rods							..	12	45	..		..		..		..	12	45	199		
Steel, Swedish							..	148	0	..		..	303	72		..	451	72	1,355		
Lead							..	1,134	64	..		..	600	89		..	1,735	53	10,413		
Tin-plate							..	244	80	..		..	470	40		..	715	20	2,002		
Tin							..	1	78	..		..	85	0		..	86	78	1,735		
Brass buttons						gross	3,100	..		..		..	..			3,100	..		3,100		
Umbrellas, cotton							2,760	..		..		..	3,000			5,760	..		2,880		
Thermometers						dozen	17	..		..		..	..			17	..		51		
Stereoscopes						dozen	397	..		..		..	..			397	..		2,382		
Clocks							629	..		..		..	127			756	..		2,268		
Stereoscopic views							704	..		..		..	..			704	..		704		
Watches						pairs	380	..		..		..	..			380	..		7,600		
Musical boxes							165	..		..		..	130			295	..		295		
Needles							15,830,000	..		..		..	4,715,000			20,545,000	..		6,780		
Matches						gross	5,055	..		150	..		126,058			131,263	..		6,780		
Coals						tons	203	..		..		..	108			311	..		3,110		
Window glass						boxes	3,278	..		250	..		1,884			5,412	..		22,730		
Bombazettes							120	..		..		..	..			120	..		1,200		
Camlets, Dutch							..	..		..		..	4,000			4,000	..		80,000		
Compasses							..	..		..		..	490			490	..		98		
Habit cloths							174	..		..		..	..			174	..		2,264		
Lastings, imitation							142	..		..		..	..			142	..		1,420		
Wax, Japanese							..	..		..		..	..	121	88	..	121	88	1,462		
Tea-dust, Japanese							..	132	92	..	9	15	..	..		..	142	7	710		
Lustres							2,560	..		..		..	..	..		2,560	..		25,600		
Line, coarse							96	..		..		..	..	..		96	..		960		
Orleans							1,462	..		..		..	..	..		1,462	..		14,620		
Prussian blue							..	17	40	..		..	..	..		..	17	40	800		

Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage. 10,610.		Total. In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Pins	300	..	..	..	..	..	300	..	160
Rope	..	79 15	..	2 16	..	..	..	81 41	651
Tiles	9,060	..	..	..	..	..	9,060	..	50
Tobacco, Japanese	..	..	..	..	..	33 0	..	33 0	660
Wood, Sapan	..	698 1	..	..	..	1,126 5	..	1,824 6	4,560
,, sandal	..	377 5	..	..	..	38 21	..	415 26	1,536
Spars, Japan	657	..	..	..	..	..	657	..	460
Tea, Japan	..	2,598 76	..	..	..	174 0	..	2,772 76	19,409
Opium, Malwa	..	3,418 95	..	42 94	..	109 60	..	3,571 49	2,142,894
,, Patna	..	59 34	..	..	..	3 72	..	63 6	37,836
,, prepared	..	77 17¾	..	..	..	21 42	..	98 59	98,597
,, native	..	15 81	..	..	..	..	..	15 81	6,324
Alum	..	476 1	..	..	..	..	..	476 1	666
Aniseed, star	..	281 46	..	..	..	568 46	..	849 92	3,570
,, broken	..	193 60	..	12 51	..	329 94	..	536 5	2,037
Arsenic	..	164 52	..	197 28	..	116 93	..	478 73	3,016
Bamboo canes	..	..	..	..	630	..	630	..	5
,, pipes	11,000	..	3,000	..	..	..	14,000	..	2,800
,, shoots	..	417 74	..	221 6	..	423 7	..	1,061 87	8,495
,, split	..	9 0	..	1,117 90	..	316 78	..	1,443 68	10,105
,, ware	..	3,564 80	..	..	..	59 94	..	3,624 74	21,748
Beads, coral	..	1 15	..	..	..	..	..	1 15	500
,, cornelian	..	4 45	..	..	..	..	..	4 45	623
,, scented strings	2,770	..	..	..	2,030	..	4,800	..	192
Beads, glass	..	9 55	..	..	..	0 56	..	10 11	10
Bean, curd	..	..	..	..	..	17 28	..	17 28	98
Betelnut	..	1,044 78	..	..	..	47 99	..	1,092 77	3,278
,, husk	..	..	..	..	..	16 0	..	16 0	11
Bêche de mer	..	352 67	..	0 60	..	59 0	..	412 27	15,666

Birds' nests, 1st quality	..	3	57	..	..	..	..	..	..	3	57	4,284
„ 2nd quality	..	3	48	..	..	..	0	48	..	3	96	3,960
„ 3rd quality	..	3	14	..	..	..	..	..	..	2	14	1,71½
Birds' skins	8,000	..		..	..	..	..		8,000	..		640
Buttons, brass	..	365	52	..	..	..	393	95	..	759	48	45,568
„ cap	37,540	..		..	..	..	..		37,540	..		26,278
Capoor cutchery	..	..		..	..	..	151	37	..	151	37	318
Camphor, baroos	..	155	60	..	..	..	50	92	..	206	52	390,322
Caps, felt	1,320	..		..	..	..	..		1,320	..		264
Cardamoms, superior	..	3	76	..	..	..	76	30	..	80	6	640
„ inferior	..	160	25	..	..	..	369	89	..	530	14	3,340
Cassia	..	80	44	..	2	10	..	385	59	..	468	13	4,915
„ twigs	..	..		..	..	..	499	18	..	499	18	1,397
Chalk, prepared	..	186	91	..	..	..	6	42	..	193	33	1,353
China crape	369	..		..	..	..	..		369	..		441
China root	..	34	20	..	16	43	..	158	4	..	208	67	584
Chinese cotton goods	..	9	66	..	..	..	..	..	..	9	66	193
Chopsticks	..	104	19	..	14	31	..	84	29	..	202	79	405
Chow-chow	..	58	20	..	..	..	1	24	..	59	44	30
Cinnamon	..	7	37	..	..	..	76	75	..	84	12	11,776
Cloves	..	86	25	..	..	..	279	7	..	365	32	17,900
Collars, satin	1,931	..		..	..	1,040	..		2,971	..		594
„ velvet	3,439	..		..	..	..	..		3,439	..		687
Combs	..	..		..	..	7,100	..		7,100	..		2,130
Copper, manufactured	..	621	43	..	..	..	1,479	83	..	2,101	36	44,126
„ thread	..	34	2	..	..	..	1	17	..	35	19	422
„ foil	..	15	1	..	..	..	..		..	15	1	357
Cow sinews	..	..		..	..	..	9	50	..	9	50	95
Citron	..	7	60	..	7	60	..	..	..	15	20	91
Deer skins	1,507	..		..	..	..	..		1,507	..		301
Dragon's blood	..	23	86	..	..	..	4	75	..	28	61	515
Drums	448	..		..	..	..	..		448	..		627
Dye stuff	..	173	93	..	..	..	..		..	173	93	278,288
Eggs, preserved	..	274	2	..	..	..	493	1	..	767	3	15,340
Fancy goods	packages 14	..		..	..	..	..		14	..		1,363
Fans, gauze	416	..		..	..	..	..		416	..		83

Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		Total. In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Fans, paper	170,403	..	..	..	67,285	..	237,688	..	1,901
„ palm	56,113	..	..	..	70,600	..	126,713	..	760
„ feather	106	..	..	..	50	..	156	..	109
Feather dusters	18,548	..	..	..	3,750	..	22,298	..	624
Feathers, peacocks'	15,659	..	..	..	6,027	..	31,686	..	2,534
„ kingfishers'	71,370	..	..	..	57,498	..	128,868	..	10,309
„ fowl	..	..	..	..	..	25 74	..	25 74	231
Fish maws	..	16 49	..	..	..	25 98	..	42 47	2,548
„ salt	..	..	..	..	..	12 65	..	12 65	63
Fire crackers	..	11 26	..	..	..	1 53	..	12 79	127
Flowers, dried	..	64 2	..	4 88	..	71 35	..	140 25	1,683
„ seed	..	..	..	40 66	..	105 66	..	146 32	2,195
„ roots	27,680	..	..	..	22,851	..	50,531	..	12,632
„ trees	..	..	..	..	14,554	..	14,554	..	3,638
„ lily, dried	..	8 59	..	..	..	28 87	..	37 46	300
„ lily, seeds	75	75 38	..	..	..	189 18	..	264 56	1,587
Foil, brass	..	..	..	..	..	24 75	..	24 75	589
Galangal	..	84 19	..	..	..	84 35	..	168 54	..
Gall-nuts	..	274 2	..	..	..	493 1	..	767 3	6,136
Gamboge	..	..	..	..	..	7 47	..	7 47	112
Ginger, dry	..	172 76	..	249 51	..	2,110 62	..	2,532 89	11,398
„ green	..	10 0	..	..	..	17 73	..	27 73	125
Ginseng	..	1 74	..	..	..	..	..	1 74	1,392
Gold thread	..	0 39	..	..	..	..	..	0 39	507
„ imitation	..	0 28½	..	..	..	..	..	0 28½	10
Gold leaf	..	0 31	..	..	..	4 77	..	5 8	121,920
„ stone	..	2 80	..	..	..	0 76	..	3 56	2,848
Grass cloth, fine	..	9 64	..	..	..	11 80	..	21 44	1,072
„ coarse	..	77 15	..	8 9	..	106 60	..	191 84	2,848

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Description of Goods.	In 69 British Vessels. Aggregate Tonnage. 19,108.		In 20 American Vessels. AggregateTonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		Total. In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Paper, inferior	..	8,079 90	..	5,660 75	..	14,790 84	..	28,531 49	299,441
Pearls	..	0 64	..	..	..	..	..	0 64	18,432
„ false	..	7 90	..	..	..	2 72	..	10 62	679
Pencils	67,140	..	..	..	..	..	67,140	..	2,014
Peppermint oil	..	2 36	..	..	..	0 2	..	2 38	99
Pepper, black	..	334 0	..	..	..	691 75	..	1,025 75	7,180
„ white	..	32 0	..	..	..	52 0	..	84 0	840
Pickles, Chinese	..	..	..	77 60	..	11 50	..	89 10	267
Plasters, Chinese	8,400	..	..	..	..	..	8,400	..	1,680
Plums, black	..	399 17	..	..	..	903 55	..	1,302 72	10,421
Pongee silk	..	3 22	..	..	..	..	..	3 22	386
Preserves	..	60 60	..	..	..	300 50	..	361 10	9,027
Putchuk	..	..	..	..	..	15 76	..	15 76	173
Rattans	..	202 81	..	107 28	..	333 50	..	643 90	3,220
Raisins	..	..	..	..	..	39 3	..	39 3	273
Resin	..	104 85	..	6 48	..	111 22	..	222 55	712
Rhinoceros' horns	..	2 58	..	..	..	14 76	..	17 34	693
Rhubarb	..	32 24	..	..	..	..	..	32 24	902
Rice, red	..	..	..	22 50	..	..	..	22 50	112
Rouge	..	5 62	..	..	..	25 99	..	31 61	1,580
Satin	..	3 3	..	..	..	..	..	3 3	727
Seaweed	..	3,437 14	..	5,134 20	..	5,809 8	..	14,370 42	57,482
Sharks' fins, black	..	66 86	..	..	..	33 36	..	100 22	5,011
„ white	..	37 65	..	..	..	11 8	..	48 73	2,436
Shell fish	..	..	..	69 50	..	..	..	69 50	834
Shoes (Canton manufacture)	3,888	..	..	..	50	..	3,938	..	3,938
Silk caps	8,642	..	..	..	..	..	8,642	..	1,728
„ and cotton mixture	..	18 85	..	..	..	11 94	..	30 79	3,694
„ fans	363	..	..	..	..	..	363	..	181

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Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		Total. In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Ware, brass	..	111 32	..	1 14	..	63 83	..	176 29	4,406
,, China, coarse	..	241 50	..	86 67	..	99 54	..	327 71	2,293
,, ,, fine	..	69 82	..	0 76	..	6 40	..	76 90	923
,, copper	..	330 23	..	..	..	..	..	330 23	8,255
,, coral	..	1 35	..	..	..	..	..	1 35	270
, cornelian	..	10 62	..	..	..	..	..	10 62	1,486
Ware, earthen	..	228 7	..	..	..	16 10	..	244 17	24
,, glass	..	101 56	..	..	..	23 79	..	125 35	1,253
,, iron	..	10 27	..	..	..	11 38	..	21 65	324
,, ivory	..	0 73	..	..	..	..	..	0 73	102
,, jade	..	3 50	..	..	..	0 12	..	3 62	3,620
,, lacquered	..	2 63	..	..	..	..	..	2 63	52
,, rattan	..	0 21	..	1 62	..	21 17	..	23 0	138
,, wood	..	91 4	..	..	..	37 12	..	128 16	2,563
Wax, white	..	252 37	..	35 0	..	48 18	..	335 55	14,091
									7,704,492
Minus value of Re-Exports	..	..	..	..	..	..	..	..	341,992
									7,362,500

Prices of Articles imported at Tien-tsin.

		Price. T. M. C.
Plain shirtings, grey ..	piece	3 6 0
„ white.	„	4 2 0
„ dyed .	„	3 4 0
T-cloths, grey .	24 yards	3 6 0
Domestics	„	5 0 0
Figured shirtings, white	„	3 4 0
Brocades, white ..	„	3 4 0
„ dyed ..	„	3 4 0
Damasks, dyed ..	„	13 0 0
„ woollen ..	„	13 0 0
Turkey red cloths ..	„	5 0 0
Chintzes	„	2 0 0
Japan ditto	„	2 8 0
Velvet ditto	„	4 3 0
Handkerchiefs ..	dozen	0 5 0
Muslins	piece	1 5 0
Velvets	„	4 0 0
Velveteens	„	2 5 0
Fustians	„	4 3 0
Satteens	„	240 0 0
Cotton cloth	„	0 3 0
Drills, American ..	„	5 0 0
Jeans	„	5 0 0
Sheetings	„	4 0 0
Long cloths	„	7 0 0
Spanish stripes ..	„	36 0 0
Cloth, Japan	„	2 8 0
Long ells	„	7 0 0
Camlets, English ..	„	5 0 0
Lastings	„	12 0 0
Bunting	„	4 5 0
Woollen and cotton mixture	„	5 0 0
Metals—		
Iron wire	picul	3 3 0
Brass wire rods ..	„	16 0 0
Steel, Swedish ..	„	3 0 0
Lead	„	6 0 0
Tin plates	„	2 8 0
Tin	„	20 0 0
Brass buttons ..	gross	1 0 0
Umbrellas, cotton ..	each	0 5 0
Thermometers ..	dozen	3 0 0
Stereoscopes	„	6 0 0
Ditto, views	„	1 0 0
Clocks	each	3 0 0
Watches	pairs	20 0 0
Musical boxes ..	each	1 0 0
Needles ..	per 1,000	0 3 3
Matches	gross	20 0 0
Coals	ton	10 0 0
Window glass ..	boxes	4 2 0
Bombazettes	piece	10 0 0
Camlets, Dutch ..	„	20 0 0
Compasses	each	0 2 0
Habit cloths	piece	36 0 0
Lastings, imitation ..	„	10 0 0
Wax, Japanese ..	picul	12 0 0
Tea dust, ditto ..	„	5 0 0
Lustres	piece	10 0 0
Linen, coarse	„	10 0 0
Orleans	„	10 0 0
Prussian blue	picul	46 0 0

		Price. T. M. C.
Pins		—
Rope	picul	8 0 0
Files (set)		—
Tobacco, Japanese ..	picul	20 0 0
Wood, Sapan	„	2 5 0
„ sandal ..	„	3 7 0
Spars, Japan	each	0 7 0
Tea, Japan	picul	7 0 0
Opium, Malwa ..	„	600 0 0
„ Patna ..	„	600 0 0
„ prepared ..	„	1,000 0 0
„ native ..	„	400 0 0
Alum	„	1 4 0
Aniseed, star	„	4 2 0
„ broken ..	„	3 8 0
Arsenic	„	6 3 0
Bamboo canes .	per 1,000	8 0 0
„ pipes ..	each	0 0 2
„ shoots ..	picul	8 0 0
„ split	„	7 0 0
„ ware	„	6 0 0
Beads, cornelian ..	„	140 0 0
„ scented ..	string	0 0 4
„ glass	picul	10 0 0
Bean curd	„	5 0 0
Betel nut	„	3 0 0
„ husk	„	0 7 0
Bêche de mer	„	38 0 0
Birds' nests, 1st quality.	catty	12 0 0
„ 2nd quality.	„	10 0 0
„ 3rd quality.	„	8 0 0
Birds' skins	picul	0 0 8
Buttons, brass ..	„	60 0 0
„ cap	„	0 0 7
Capoor cutchery ..	„	2 1 0
Camphor, baroos ..	„	1,890 0 0
Caps, felt	each	0 2 0
Car damoms, superior .	picul	8 0 0
„ inferior .	„	6 3 0
Cassia	„	10 5 0
„ twigs	„	2 0 0
Chalk, prepared ..	„	7 0 0
China crape	piece	240 0 0
„ root	picul	2 8 0
Chinese cotton goods .	piece	20 0 0
Chop-sticks	picul	2 0 0
Chow-chow	„	0 5 0
Cinnamon	„	140 0 0
Cloves	„	49 0 0
Collars, satin	each	0 2 0
„ velvet ..	„	0 2 0
Combs	„	0 3 0
Copper, manufactured.	picul	21 0 0
Cotton thread ..	„	12 0 0
Copper foil	„	23 8 0
Cow sinews	„	10 0 0
Citron	„	6 0 0
Deer skins	each	0 2 0
Dragon's blood ..	picul	18 0 0
Drums	each	1 4 0
Dye stuff	picul	16 0 0
Eggs, preserved ..	„	20 0 0
Fans, gauze	each	0 2 0

		Price. T. M. C.
Fans, paper ..	per 100	0 8 0
„ palm ..	per 1,000	6 0 0
„ feather..	.. each	0 7 0
Feather dusters	per 1,000	28 0 0
„ peacocks'	.. each	0 0 8
„ kingfishers'	.. picul	0 0 8
„ fowl ..	.. „	9 0 0
Fish maws ..	.. „	60 0 0
„ salt ..	.. „	5 0 0
Fire crackers ..	.. „	10 0 0
Flowers, dried	.. „	12 0 0
„ seed..	.. „	15 0 0
„ roots	.. „	0 2 5
„ trees	.. „	0 2 5
„ lily, dried ..	„	8 0 0
„ lily seeds ..	„	6 0 0
Foil, brass ..	.. „	23 8 0
Galangal ..	.. „	2 8 0
Gall-nuts ..	.. „	8 0 0
Gamboge ..	.. „	15 0 0
Ginger, dry ..	.. „	4 5 0
„ green	.. „	4 5 0
Ginseng, native	.. catty	8 0 0
Gold thread ..	.. picul	1,300 0 0
„ imitation.	„	35 0 0
Gold leaf ..	. per tael	15 0 0
„ stone ..	.. picul	800 0 0
Grass-cloth, fine	.. piece	50 0 0
„ coarse ..	„	15 0 0
Gum copal ..	.. picul	16 0 0
„ myrrh ..	.. „	16 0 0
„ olibanum	.. „	7 0 0
Hams	.. „	12 0 0
Hartall ..	.. „	4 9 0
Hemp.. ..	.. „	21 0 0
„ bags ..	.. each	0 0 5
Indigo, dry ..	.. picul	21 0 0
Ink, Indian ..	.. „	80 0 0
„ stone ..	.. each	0 7 0
Isinglass ..	.. picul	1 2 0
Jelly-fish ..	.. „	12 0 0
Kittysols ..	.. „	0 5 0
Lamps, brass ..	.. each	0 4 0
„ tin ..	.. „	0 4 0
Lead, black ..	.. picul	6 3 0
„ red ..	.. „	6 3 0
„ white ..	.. „	9 0 0
„ yellow..	.. „	6 3 0
Leather, prepared	.. „	8 0 0
Lychees ..	.. „	2 8 0
Lung-ngan (without the stone) ..	.. ..	2 10 0
Medicine ..	.. picul	15 0 0
Mirrors ..	.. each	0 5 0
„ leather ..	„	1 0 0
Mother-o'-pearl	.. picul	4 0 0
Mushrooms ..	.. „	70 0 0
Nankeens ..	.. „	23 0 0
Needles, opium	.. each	0 0 2
Nutmegs ..	.. picul	12 0 0
Oil	.. „	5 0 0
Olives.. ..	.. „	2 5 0
Oranges ..	.. „	7 0 0
Orange peel ..	.. „	7 0 0
Paint, green ..	.. „	70 0 0

		Price. T. M. C.
Paper, superior	.. picul	20 0 0
„ inferior	.. „	14 0 0
Pearls.. ..	. per tael	18 0 0
„ false ..	.. „	0 0 4
Pencils ..	.. each	0 0 3
Peppermint and oil ..	picul	42 0 0
Pepper, black	.. „	7 0 0
„ white	.. „	10 0 0
Pickles, Chinese	.. „	3 0 0
Plasters, ditto	.. „	0 2 0
Plums, black..	.. „	8 0 0
Pongee silk ..	.. piece	120 0 0
Preserves ..	.. picul	25 0 0
Putchuk ..	.. „	11 0 0
Rattans ..	.. „	5 0 0
Raisins ..	.. „	7 0 0
Resin	.. „	3 2 0
Rhinoceros' horn	.. „	40 0 0
Rhubarb ..	.. „	28 0 0
Rice, red ..	.. „	5 0 0
Rouge ..	.. „	50 0 0
Satin	.. piece	240 0 0
Seaweed ..	.. picul	4 0 0
Sharks' fins, black	.. „	50 0 0
„ white	.. „	50 0 0
Shell fish ..	.. „	12 0 0
Silk caps ..	. per 100	20 0 0
„ and cotton mixture	piece	120 0 0
„ fans ..	.. each	0 5 0
„ floss ..	.. picul	80 0 0
„ Japanese	.. „	120 0 0
„ piece goods	.. „	240 0 0
„ ribbons ..	.. „	240 0 0
„ sashes ..	.. „	240 0 0
„ tassels ..	.. each	0 7 0
„ thread ..	.. picul	300 0 0
Silkworms' eggs	.. „	2 1 0
Silver leaf ..	.. „	1,190 0 0
„ thread ..	.. „	1,190 0 0
Smalts ..	.. „	46 0 0
Snuff, native ..	.. „	36 0 0
Skins, land otter	.. each	0 2 0
„ leopard	.. „	0 1 5
„ seal ..	.. „	0 1 5
Steel, native ..	.. picul	2 8 0
Sugar, brown..	.. „	5 6 0
„ candy..	.. „	8 0 0
„ white..	.. „	7 6 0
Tallow, vegetable	.. „	6 0 0
Tea, black ..	.. „	24 0 0
„ brick ..	.. „	6 0 0
„ dust ..	.. „	5 0 0
„ green ..	.. „	24 0 0
„ mats ..	.. „	0 0 3
„ oil ..	.. „	5 0 0
„ plants ..	.. „	0 2 0
„ seeds ..	.. „	45 0 0
Timber, planks	.. each	0 3 0
„ poles	.. „	0 6 0
Tinfoil ..	.. picul	15 0 0
Tobacco, prepared	.. „	25 0 0
Tortoiseshell ..	.. „	50 0 0
Turmeric ..	.. „	3 8 0
Ultramarine ..	.. „	46 0 0
Vermilion ..	.. „	36 0 0

		Price.			Price.
		T. M. C.			T. M. C.
Ware, brass	picul	25 0 0	Ware, iron	picul	15 0 0
„ China, coarse .	„	7 0 0	„ ivory	„	140 0 0
„ „ fine ..	„	12 0 0	„ jade	„	1,000 0 0
„ copper ..	„	25 0 0	„ lacquered ..	„	20 0 0
„ coral	„	200 0 0	„ rattan.. ..	„	6 0 0
„ cornelian ..	„	140 0 0	„ wood	„	20 0 0
„ earthen ..	„	0 1 0	Wax, white	„	42 0 0
„ glass	„	10 0 0			

Manufactured Cotton.—The import of cotton manufactures has, in 1863, steadily fallen off. The civil war in America and the defective supply of cotton in England, fully accounts for this. Merchants' manufactures when brought into competition with native cotton manufactures, owing to a rise in their price, ought as a matter of course to go to the wall. Foreign cotton manufactures in 1861 sold at Tien-tsin for about half the prices of native cottons. As a consequence, the people of the towns and villages, scattered through Chi-li and the neighbouring provinces, purchased foreign cottons as being cheaper than their own cottons; but the country population adhered to their native manufactures. The country people, who work a great deal at rough employments, when manufactured cottons sold at one-half the price of native cottons, bought the native rather than the foreign, because the native lasted much longer than our Manchester goods. Native cottons, though not so comely, are much adapted for the rough work of the rural population.

The scarcity of cotton has raised the price of Manchester goods so near the price of native cotton manufactures, that not only the country people but the town and village population purchase their home manufactures instead of merchants' goods. Till the normal state of the cotton market returns, and as a consequence till the prices drop very much lower than the prices current in 1863, the native cottons must rule the market.

Woollens.—The import of woollens has been unfavourable. In the Trade Report for 1862, I explained the cause. At Tien-tsin, and throughout North China in general, the winter months are dry, but the cold is very severe; as a consequence the Chinese prefer cottons or silks lined with fur for winter dresses rather than foreign woollens. In upholstery a good deal of woollen cloth is used, but for the most part the woollens are Russian, not English. The English woollens imported into Tien-tsin are too dear, of the wrong colour, and too heavy for the natives. Upon the whole then, the market for British woollens remains insignificant.

Opium.—This import maintains its high character; 182 chests of Malwa have been imported in 1863 more than in 1862; and though the Shênsi crop of native opium was fair, the Chinese favour the Indian, not the native drug. The native opium is, though very much cheaper, insipid, and very few of the Chinese smoke native opium, unless it is mixed with the Indian. If they can get the Indian, of course so much the better, but a Chinaman reduced to a state of poverty, to which the habit of excessive opium smoking invariably leads, unable to purchase the Indian, mixes the native with the Indian, or even gathers up the cinders of Indian opium twice smoked, and smokes them a third time.

Malwa opium is sold for about 600 taels, while native Shênsi opium is sold for about 400 taels. In 1862 native opium was offered in the market at 650 taels; this rise in the price of native opium was caused by political disturbances in Shênsi, ultimately calmed down by means of bribes and donations, which threatened with extinction the whole trade of that province. The quantity of Indian imported into this district

depends entirely on the state of the Shênsi crop. When the Shênsi crop is deficient, the demand for Indian opium increases, and *vice versâ*.

Of the opium imported into Tien-tsin, from 150 to 200 chests a month are purchased for consumption in the capital. What Peking consumes in the native drug I do not exactly know; it must, however, have been large.

Produce of China and the Straits.—The Returns for 1863 show very favourably as compared with those of 1862.

This trade is partly in foreign and partly in native hands. The raw material is imported by foreign merchants, while the prepared material falls to the lot of native merchants. I should judge that one-half, or perhaps a little more, of this is carried on by the Chinese. The native houses in Tien-tsin have agents in Hankow, Canton, Singapore, acute in business transaction. It is only in dealing with places in which Chinamen do not exist, that the native merchants meets with a difficulty; but wherever Chinese reside, the native merchant can do business very much cheaper than the foreign houses in China: and, moreover, his knowledge of the tastes and habits of his countrymen guarantees him against any gross mistakes, especially with reference to prepared commodities.

Foreign Trade Exports.—The Export Returns of 1863 compare favourably with those of 1862.

Return of the Export Trade at the Port of Tien-tsin for the Year 1863.

Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		In 134 Vessels. Aggregate Tonnage. 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Almonds	..	508 21	..	3 63	..	683 60	..	1,195 44	8,368
„ seeds	..	..	..	59 60	..	..	..	59 60	417
Alum	..	668 62	..	..	..	50 85	..	719 47	3,598
„ copperas	..	716 20	..	..	..	..	..	716 20	5,013
Apples and pears	..	2,158 26	..	30 0	..	229 50	..	2,417 76	4,835
Bags (mat)	..	..	..	..	3,300	..	3,300	..	33
Beans and peas	..	5,807 70	..	160 0	..	1,458 38	..	7,426 8	22,278
Boots, Chinese	273	..	..	..	..	..	273	..	273
Brass ware	..	9 30	..	..	..	..	..	9 30	64
Bricks	..	..	15,000	..	..	..	15,000	..	45
Broad cloths (Russian)	2,328	..	..	..	..	..	2,328	..	88,464
Bristles (pigs')	..	3 0	..	..	..	..	..	3 0	6
Camels' hair	..	415 76	..	..	..	..	..	415 76	7,482
Cabbage, salted	..	4,232 85	..	232 50	..	108 75	..	4,574 10	9,148
Cement	..	180 0	..	200 0	..	..	..	380 0	380
Chestnuts	..	315 0	..	..	..	..	..	315 0	1,260
Chinaware, fine	..	18 16	..	..	..	..	..	18 16	273
Coals tons	180	..	..	..	..	..	180	..	1,800
Corn, Indian	..	152 64	..	..	..	..	..	152 64	305
Cotton	..	1,680 87	..	20 0	..	665 21	..	2,366 8	18,928
„ and woollen mixtures	2,225	..	..	..	..	..	2,225	..	8,900
Curiosities cases	127	..	..	..	..	..	127	..	6,350
Dates, black	..	2,984 31	..	126 75	..	2,472 28	..	5,583 35	16,750
„ red	..	9,088 6	..	3,150 0	..	2,613 77	..	14,851 83	29,703
„ seed	..	48 30	..	1 90	..	..	..	50 20	753
Feathers, peacocks'	72	..	250	..	..	..	322	..	32
Felt caps	21,760	..	170	..	4,700	..	26,630	..	7,989

Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Felt cuttings	..	19 0	..	..	..	76 9	..	95 9	760
Fish bones	..	8 80	..	..	..	9 42	..	18 22	1,093
Fish, dried	..	1 25	..	..	..	..	..	1 25	7
„ fins	..	1 70	..	..	..	..	..	1 70	85
Flint steels	..	1,917 12	..	222 0	..	661 10	..	2,800 22	28,002
Flour	..	51 0	..	..	..	..	..	51 0	153
Fungus	..	..	..	..	..	2 83	..	2 83	56
Fustians (Russian)	375	..	..	..	..	..	375	..	4,500
Ginseng, 1st quality	..	1 65	..	..	..	..	..	1 65	1,320
„ 2nd quality	..	2 80	..	0 40	..	..	..	3 20	1,920
„ clarified	..	0 15	..	..	..	..	..	0 15	150
Glass ware	..	4 0	..	..	..	..	..	4 0	40
Goats' hair	..	..	..	..	..	158 80	..	158 80	1,111
Grapes	..	189 98	..	..	..	229 0	..	418 98	1,257
Hams	..	1,670 26	..	2 40	..	239 0	..	1,911 66	15,293
Hemp bags	4,000	..	..	..	..	..	4,000	..	320
Hides, buffalo	150	..	..	..	..	..	150	..	300
Horse tails	..	18 0	..	..	..	..	..	18 0	54
„ bones	..	3,320 0	..	..	..	..	..	3,320 0	6,640
Horns, cow	..	40 0	..	..	..	..	..	40 0	40
„ deer, old	..	1 8	..	53 80	..	..	..	55 73	1,115
„ deer, young pairs	78	..	..	..	44½	0 85	122½	..	3,062
„ goat	..	27 58	..	..	..	..	..	27 58	322
Iron	..	..	..	90 0	..	..	..	90 0	270
Ivory ware	..	0 11	..	..	..	..	..	0 11	4
Jade stone	..	0 8	..	..	..	..	..	0 8	80
Leather	..	77 96	..	..	..	..	..	77 96	1,169
Lily flowers, dried	..	1,453 64	..	63 80	..	1,413 44	..	2,930 88	29,308
„ seeds	..	..	..	..	..	75 62	..	75 62	3,781

Liquorice								..	1,081	63	..	18	50	..	1,243	51	..	2,343	64	16,405
Maize								..	361	0	..	..		..	..		..	361	0	722
Medicine								..	9,008	18	..	1,793	88	..	7,663	93	..	18,465	99	184,659
Melon seeds								..	2,369	95	..	37	40	..	519	14	..	2,926	49	14,632
Mushrooms								..	167	49	..	..		..	7	30	..	174	79	8,739
Musk								..	0	36½	..	..		..	..		..	0	36½	54
Oil, castor								..	..		..	..		..	30	0	..	30	0	120
Paper, 1st quality								..	5	22	..	..		..	..		..	5	22	99
„ 2nd quality								..	13	96	..	9	40	..	..		..	23	36	327
Pears, dried								..	..		..	..		..	11	29	..	11	29	56
Poudrette								..	8	50	..	..		..	..		..	8	50	25
Preserved vegetables								..	84	0	..	..		..	..		..	84	0	168
Preserves								..	3	11	..	..		..	..		..	3	11	37
Raisins								..	261	73	..	..		..	91	70	..	353	43	2,827
Rhubarb								..	69	60	..	..		..	156	50	..	226	10	5,652
Rugs								707	..		..	..		..	..		707	..		282
Saddle cloths								54	..		..	..		..	..		54	..		10
Saddles, Chinese								177	..		..	..		..	..		177	..		1,062
Sand stones								..	164	35	..	..		..	293	18	..	457	53	2,745
Satin shoes							pairs	262	..		..	..		..	..		262	..		183
Silk								..	2	36	..	..		..	..		..	2	36	472
„ piece goods								..	1	37	..	..		..	..		..	1	37	274
Snuff								..	50	0	..	..		..	33	40	..	83	40	2,002
Soap								..	6,354	98	..	1,409	57	..	864	21	..	8,628	76	21,572
Stockings							pairs	2,340	..		..	..		..	..		2,340	..		514
Straw braid								..	20	19	..	..		..	..		..	20	19	282
Sweetmeats								..	4	80	..	..		..	..		..	4	80	57
Skins, beaver								..	..		510	..		..	..		510	..		510
„ cat								44	..		..	..		..	..		44	..		4
„ dog								180	..		..	..		..	..		180	..		6
„ ermine								10	..		..	..		..	..		10	..		150
„ fox								1,950	..		11	..		..	..		1,961	..		9,805
„ fox tails								100	..		..	..		..	..		100	..		20
„ goat								5,358	..		..	..		540	..		5,898	..		240
„ lamb								50,653	..		2	..		1,413	..		52,068	..		15,620
„ land otter								672	..		16	..		..	..		688	..		344

Description of Goods.	In 69 British Vessels. Aggregate Tonnage, 19,108.		In 20 American Vessels. Aggregate Tonnage, 6,558.		In 45 Sundry Vessels. Aggregate Tonnage, 10,610.		In 134 Vessels. Aggregate Tonnage, 36,276.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Skins, sea otter	2,070	..	..	..	..	..	2,070	..	124,200
„ leopard	3	..	..	..	..	..	3	..	63
„ marten	10	..	..	..	..	..	10	..	10
„ rabbit	200	..	..	..	..	..	200	..	40
„ rat	4	..	..	..	..	..	4	..	..
„ sheep	38,320	..	16	..	337	..	38,673	..	77,346
„ sundry	..	..	..	..	207	..	207	..	414
„ squirrel	2,338	..	3	..	..	..	2,341	..	7,023
Sinews, cow	..	..	..	11 25	..	17 73	..	28 98	192
„ sheep	..	11 0	..	..	..	..	..	11 0	77
Tallow	..	..	..	..	..	207 98	..	207 98	1,039
„ vegetable	..	20 0	..	..	..	..	..	20 0	600
Tobacco	..	889 82	..	283 2	..	287 34	..	1,460 18	37,964
Turnips, salted	..	4,415 90	..	..	..	257 70	..	4,673 60	4,673
Varnish	..	..	..	..	..	..	..	..	..
Velvets, Russian	54	..	..	..	..	..	54	..	243
Vermicelli	..	428 27	..	..	..	13 69	..	441 96	3,093
Vermilion	..	..	..	5 79	..	21 0	..	26 79	964
Wax	..	13 5	..	..	..	..	..	13 5	652
Walnuts	..	772 11	..	..	..	148 95	..	921 6	2,763
Wheat	..	1,269 0	..	..	..	1,064 93	..	2,333 93	4,669
Wine, Chinese	..	408 68	..	123 0	..	523 4	..	1,054 72	6,327
Woollen cloth (native)	435	..	..	..	..	..	435	..	217
Wool	..	868 0	..	..	..	491 47	..	1,359 47	12,235

Return of Goods Re-Exported from the Port of Tien-tsin for the Year 1863.

Description of Goods.	By British Vessels.		By American Vessels.		By Sundry Vessels.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Brocades, white	7,298	—	—	—	—	—	7,298	—	14,813
„ dyed	550	—	—	—	—	—	550	—	1,870
„ gentian	200	—	—	—	—	—	200	—	680
Chintz	5,533	—	—	—	2,500	—	8,033	—	16,066
„ Japan	1,001	—	—	—	—	—	1,001	—	2,803
Camlets	110	—	—	—	—	—	110	—	550
Damasks, dyed	3,717	—	—	—	—	—	3,717	—	48,321
Drills	—	—	—	—	1,310	—	1,310	—	6,550
Jeans	1,118	—	—	—	—	—	1,118	—	5,590
Lastings	167	—	—	—	—	—	167	—	2,004
„ imitation	140	—	—	—	—	—	140	—	1,400
Long ells	2,284	—	—	—	—	—	2,284	—	15,988
Lustres	950	—	—	—	—	—	950	—	9,500
Shirtings, grey	14,978	—	—	—	4,500	—	19,478	—	70,120
„ white	2,100	—	—	—	—	—	2,100	—	8,820
„ dyed spots	2,720	—	—	—	—	—	2,720	—	9,248
„ figured	3,695	—	—	—	1,993	—	5,688	—	19,339
Spanish stripes	424	—	—	—	—	—	424	—	15,264
T-cloths	6,400	—	—	—	—	—	6,400	—	23,040
Turkey red cloths	1,400	—	—	—	—	—	1,400	—	7,000
Velveteens	30	—	—	—	—	—	30	—	97
„ Russian	405	—	—	—	—	—	405	—	1,741
Opium, Malwa	—	17 25	—	—	—	—	—	17 25	10,350
„ prepared	—	1 77	—	—	—	—	—	1 77	1,770
„ Persian	—	1 50	—	—	—	—	—	1 50	900
Buttons, brass	—	11 43	—	—	—	—	—	11 43	685
„ gilt	—	14 88	—	—	—	—	—	14 88	892
Birds' nests, 3rd quality	—	1 73	—	—	—	—	—	1 73	1,384
Cardamoms, inferior	—	6 0	—	—	—	—	—	3 0	19
Cotton thread	—	6 3	—	—	—	—	—	6 3	90

Description of Goods.	By British Vessels.		By American Vessels.		By Sundry Vessels.		Total.		Estimated Value.
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Fans, paper	9,400	—	—	—	—	—	9,400	—	752
Gamboge	—	2 82	—	—	—	—	—	2 82	56
Iron	—	—	—	—	—	500 2	—	500 2	1,750
„ bars	—	1,115 42	—	—	—	—	—	1,115 42	3,903
Japan shell-fish	—	—	—	—	—	166 30	—	166 30	1,995
Matches, wax dozen	—	—	—	—	258	—	258	—	64
Nankeens	—	76 83	—	—	—	—	—	76 83	1,767
Paper, superior	—	—	—	—	—	90 45	—	90 45	1,809
Quicksilver	—	46 0	—	—	—	—	—	46 0	2,300
Snuff	—	11 37	—	—	—	0 36	—	11 73	422
Spelter	—	653 44	—	71 99	—	—	—	725 35	3,626
Sharks' fins, white	—	2 15	—	—	—	—	—	2 15	107
Silk, piece goods	—	4 99	—	—	—	—	—	4 99	1,197
Sandal-wood	—	100 0	—	—	—	—	—	100 0	3,600
Tobacco	—	—	—	—	—	16 38	—	16 38	409
Umbrellas dozen	100	—	—	—	—	—	100	—	600
Watches pairs	204	—	—	—	—	—	204	—	4,080
White lead	—	37 40	—	—	—	37 80	—	75 20	676
„ wax	—	142 50	—	—	—	—	—	142 50	5,985
									341,992

Summary of Duties paid during the Year 1863.

Flag.	Number of Vessels.	Tonnage.	Import.	Export.	Coast Trade.	Opium.	Prepared Opium.	Tonnage.	Total.
			T. M. C. C.	T. M. C. C.	T. M. C. C.	T. M. C. C.	T. M. C. C.	T. M. C. C.	T. M. C. C.
British	69	19,108	16,951 3 7 9	17,079 8 5 2	29,379 3 7 5	58,542 7 3 5	289 8 7 2	944 3 0 0	123,187 5 1 3
American	20	6,558	1,144 1 8 7	892 9 4 5	3,930 1 4 7	900 0 0 0	...	614 4 0 0	7,481 6 7 9
Hamburgh	14	3,691	1,504 6 1 2	1,599 1 4 9	6,609 6 8 0	...	...	409 6 0 0	10,123 0 4 1
Danish	13	2,683	2,996 3 3 5	1,427 4 6 4	2,270 7 5 2	...	...	524 7 0 0	7,219 2 5 1
French	5	963	544 9 8 3	657 2 8 0	69 5 8 2	...	...	90 8 0 0	1,362 6 4 5
Bremen	4	995	825 2 0 3	482 6 1 2	1,735 0 5 9	1,980 0 0 0	...	...	5,022 8 7 4
Prussian	2	1,017	818 3 6 6	112 9 0 0	2,423 3 3 4	1,416 0 0 0	3 6 0 0	...	4,774 2 0 0
Swedish	2	380	118 1 1 3	88 0 8 4	562 4 3 1	...	...	80 0 0 0	848 6 2 8
Russian	1	127	...	...	391 4 8 8	...	..	...	391 4 8 8
Oldenburgh	1	120	3 7 8 5	...	284 1 8 1	...	...	...	287 9 6 6
Hanover	1	188	...	663 5 3 8	322 0 8 5	...	...	75 2 0 0	1,060 8 2 3
Dutch	1	268	45 5 2 5	...	870 8 8 7	...	...	107 2 0 0	1,023 6 1 2
Netherlands	1	178	392 9 0 2	433 4 6 0	...	...	...	71 2 0 0	897 5 6 2
Total	134	36,276	25,345 3 9 0	23,437 2 8 4	48,349 0 0 1	62,838 7 3 5	293 4 7 2	2,917 4 0 0	163,681 2 8 2

Dated at Tien-tsin, June 30, 1864.

(Signed) W. B. DENNYS,
For the Consul (absent on leave).

No. 7.

Mr. Wade to Earl Russell.—(*Received January* 26, 1865.)

My Lord, *Peking, November* 16, 1864.

I HAVE the honour to transmit herewith to your Lordship the Trade Returns for 1863 for the port of Foo-chow.

I have, &c.

(Signed) THOMAS FRANCIS WADE.

Inclosure in No. 7.

Trade Returns for the Port of Foo-chow for the Year 1863.

1.—RETURN of British Shipping Arrived at and Departed from the Port of Foo-chow-Foo during the Year ending 31st December, 1863.

ARRIVED.

Number of Vessels.	Tonnage.	Where from.	General Cargo. Inwards.	Value.
				£ s. d.
145 steamers ...	59,670	Coast of China, Formosa, and Hong Kong	Raw and manufactured cotton and silk, woollens, nankeens, opium, sugar, rice, sandal-wood, tobacco, drugs, pepper, tea-mats, rattans, peas and bean cake, indigo, lead, metals, paper, and miscellaneous Chinese goods	2,071,107 15 0
186 large vessels ...	89,966	Colonies, Formosa, Japan, Hong Kong, and Coast ...		
1 small vessel under 100 tons.	90	Coast of China ...		
332 vessels ...	149,726			

DEPARTED.

Number of Vessels.	Tonnage.	Where from.	General Cargo. Outwards.	Value.
				£ s. d.
144 steamers ...	59,553	Hong Kong and Coast	Tea, paper, timber, dried and fresh fruits, chinaware, hams, and miscellaneous Chinese goods	3,503,751 10 0
181 large vessels ...	87,830	England, Colonies, America, Formosa, Japan, Hong Kong, and Coast		
2 small vessels under 100 tons.	180	Coast of China ...		
327 vessels ...				

DUTIES.

	Taels	M.	C.	C.
Import	... 243,066	3	5	9
Export	... 1,178,417	9	5	7
Tonnage dues	... 10,908	3	0	0

(Signed) A. R. HEWLETT, *Acting Consul.*

British Consulate, Foo-chow-Foo, December 31, 1863.

2.—RETURN of the Quantity and Value of Merchandize Imported into the Port of Foo-chow-Foo, in 332 British Vessels of the burden of 149,726 tons, from the undermentioned places, during the year ending 31st December, 1863.

Description of Articles.	Quantities.	Whence imported.	Estimated Value in Sterling, at 5s. per $.		
			£	s.	d.
Bean-cake	9,280·09 piculs	Coast of China, Formosa, Colonies, and Japan.	4,012	0	0
Bêche de mer	2,539·50 „		10,954	5	0
Birds' nests	5·17 „		2,862	10	0
Carpets	1,961 pieces		248	10	0
Clocks	3,266 „		6,676	10	0
Coals (foreign)	743 tons		2,229	0	0
Cotton, raw	2,658·80 piculs		15,638	5	0
Cotton piece goods—					
Plain, grey, and white ..	77,090 pieces		85,089	10	0
T-cloths	35,375 „		28,729	15	0
Dyed, figured, and plain.	5,438 „		6,323	0	0
Brocades, white ..	1,185 „		137	5	0
Cambrics	8,590 „		8,391	5	0
Chintzes	2,070 „		1,964	15	0
Damasks	440 „		850	0	0
Ginghams and velvets ..	2,851 „		3,379	0	0
Handkerchiefs ..	6,744 dozen		2,420	0	0
Stockings	26,691 pairs		2,213	15	0
Fans	187,883 pieces		5,265	5	0
Fish	3,771·53 piculs		6,129	0	0
Flour, potato	7,403·52 „		6,807	10	0
Ginseng	116·02 „		7,250	0	0
Indigo	128·22 „		1,029	10	0
Iron, nail-rod	6,374·60 „		7,578	5	0
Isinglass	328·26 „		2,460	5	0
Lead, red, white, and yellow	1,177·73 „		4,057	5	0
Lead, in pigs	37,456·56 „		83,625	10	0
Medicine	1,482·60 „		6,321	5	0
Miscellaneous, as buttons, caps, &c., and sundry Chinese goods.. ..	.. ..		158,996	15	0
Nankeens	11,973·23 piculs		192,012	5	0
Opium	6,769 chests		1,221,373	10	0
Paper	1,825·90 piculs		13,694	15	0
Peas	13,266·65 „		9,781	10	0
Pepper..	1,652 „		3,852	5	0
Rattans	2,300·10 „		4,898	0	0
Rice	23,045·51 „		5,841	5	0
Silk, raw	60·98 „		8,734	10	0
Silk piece goods	177·68 „		49,330	5	0
Silk and cotton mixtures ..	50·25 „		5,454	15	0
Sandal-wood	756·79 „		1,897	0	0
Satin shoes	4,493 pairs		2,246	10	0
Sugar and sugar-candy ..	22,026·73 piculs		47,146	0	0
Tea-mats	1,115,788 pieces		15,645	0	0
Tobacco	3,339·14 piculs		36,673	5	0
Woollens, blankets ..	885 pairs		1,591	0	0
„ broad cloth ..	383 pieces		13,995	0	0
„ Spanish stripe ..	5,506 „		27,895	0	0
„ long ells ..	7,104 „		16,485	0	0
„ camlets ..	4,654 „		17,646	0	0
„ lastings ..	784 „		3,275	0	0
			2,071,107	15	0

(Signed) A. R. HEWLETT, *Acting Consul.*

British Consutate, Foo-chow-Foo, December 31, 1863.

3.—RETURN of the Quantity and Value of Merchandize Exported from the Port of Foo-chow-Foo in 327 British Vessels of the burden of 147,563 tons, to the undermentioned Places, during the Year ending 31st December, 1863.

Description of Articles.	Quantities.	To what place exported.	Estimated Value in Sterling, at 5*s.* per $.		
			£	s.	d.
Bamboos	6,684·53 piculs	Hong Kong and Coast of China.	9,950	10	0
Chinaware	17,909 ,,		390	10	0
Growing plants	22,950 pieces		1,206	0	0
Hams	595·74 piculs		45,394	0	0
Lungans	4,234·85 ,,		16,535	5	0
Medicines	1,290·81 ,,		6,224	0	0
Miscellaneous, viz.:—Bean-curd, coir, copper sheathing, combs, dried fruits, rice, and sundry Chinese goods	.. ..		17,555	10	0
Olives	7,308·58 piculs		446	0	0
Oranges, &c.	8,058·88 ,,		6,877	5	0
Paper	46,546·83 ,,		144,681	5	0
Tobacco	435·92 ,,		2,521	0	0
Timber	370,522 pieces		21,484	0	0
Tea	58,216,648 lbs.	Great Britain, Colonies, United States, &c.	3,084,214	10	0
Ditto	2,783,532 ,,	Hong Kong and Coast ports.	146,271	5	0
			3,503,751	10	0

(Signed) A. R. HEWLETT, *Acting Consul.*
British Consulate, Foo-chow-Foo, December 31, 1863.

4.—RETURN of the Number and Tonnage of British Vessels Arrived at and Departed from the Port of Foo-chow-Foo, during the Year ending 31st December, 1863, distinguishing those employed Coastwise, and in the Colonial, Homeward, and Foreign Services.

Countries.	Arrived.		d.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
Coastwise	323	145,997	227	96,499
Great Britain	..	..	63	38,929
Colonies	5	2,642	18	5,626
Formosa	3	722	10	1,658
Japan	1	365	1	146
America	..	..	8	4,705
Total ..	332	149,726	327	147,563

(Signed) A. R. HEWLETT, *Acting Consul.*
British Consulate Foo-chow-Foo, December 31, 1863.

5.—RETURN of Tea Exported in British and Foreign Vessels during the Year ending 31st December, 1863.

Flag.	Number of Vessels.	Tonnage.	Lbs. of Tea.
British	91	49,670	60,224,600
American	6	3,358	2.590,500
Other foreign ..	27	7,603	7,254,000
Total ..	124	60,631	70,069,100

(Signed) A. R. HEWLETT, *Acting Consul.*

British Consulate, Foo-chow-Foo, December 31, 1863.

6.—General Returns of Foreign Import and Export Trade at the Port of Foo-chow-Foo, for the Year ending 31st December, 1863.

Flag.	Arrived.					Departed.				
	No.	Tonnage.	Nature of Cargo.	Whence imported.	Approximate Value of Cargo, at 5*s.* per $.	No.	Tonnage.	Nature of Cargo.	Whither exported.	Approximate Value of Cargo, at 5*s.* per $.
					£ *s.* *d.*					£ *s.* *d.*
United States..	62	31,294	Cotton and woollen goods, sugar, lead, nankeens, and sundry Chinese goods.	Hong Kong and Coast.	323,210 10 0	123	60,357	Bamboos, paper, fruits, beancurd, timber, tea, and sundry goods.	America and Coast.	516,214 10 0
Hamburgh ..	50	13,705	Nankeens, pulse, rice, opium, rope, and general merchandize.	England, Coast of China, and Manila.	185,560 0 0	50	13,705	Tea, paper, opium, spars, and general merchandize.	Europe, Coast of China, Colonies, and America.	355,500 0 0
Denmark ..	22	4,152	Tea and general Chinese cargo.	Coast of China and Formosa.	22,375 0 0	21	4,312	Tea and general Chinese cargo.	England, Coast of China, New York, and California.	87,056 0 0
Portugal ..	8	..	Ballast	Coast of China.	—	8	..	Chinese goods ..	Coast of China.	—
Netherlands ..	4	1,196	Rice and nankeen cloth	Ditto	—	4	1,196	Poles and general cargo	Shanghae.	—
France ..	3	768	Lead and Chinese sundries.	Ditto	3,000 0 0	3	768	Wood, tea, and Chinese goods.	Shanghae and Coast.	22,894 0 0
Norway and Sweden.	1	280	Peas and beancake ..	Newchwang ..	3,125 0 0	2	430	Tea	Hong Kong and San Francisco.	12,000 0 0

British Consulate, Foo-chow-Foo, December 31, 1863.

(Signed) A. R. HEWLETT, *Acting Consul.*

No. 8.

ESTIMATED Value of Foreign Trade with China in 1863.—(Reprinted from the "London Gazette" of September 20, 1864.)

Port.	Entries.	Value in Sterling.	Less, Re-exports.	Net Value.
		£	£	£
Shanghae	Imports	26,037,946		
	Exports	12,227,153		
			38,265,099	
	Re-exports ..	..	18,578,997	
				19,686,102
Foo-chow	Imports	2,616,637		
	Exports	4,521,203		
			7,137,840	
	Re-exports ..	..	71,252	
				7,066,587
Canton	Imports	2,281,354		
	Exports	3,862,039		
			6,143,393	
	Re-exports ..	..	97,028	
				6,046,364
Ningpo	Imports	3,348,601		
	Exports	1,454,569		
			4,803,170	
	Re-exports ..	..	45,765	
				4,757,405
Amoy	Imports	2,046,033		
	Exports	994,129		
			3,040,163	
	Re-exports ..	..	92,936	
				2,947,226
Swatow	Imports	1,526,404		
	Exports	694,807		
			..	2,221,211
Tien-tsin	Imports	2,205,739		
	Exports	304,405		
			2,510,144	
	Re-exports ..	..	113,997	
				2,396,147
Che-foo	Imports	759,178		
	Exports	498,932		
			1,258,110	
	Re-exports ..	..	26,292	
				1,231,817
Hankow	Imports	3,308,772		
	Exports	4,247,302		
			7,556,074	
	Re-exports ..	..	65,740	
				7,490,334
Kiu-kiang	Imports	1,061,788		
	Exports	2,436,780		
			3,498,518	
	Re-exports ..	..	42,599	
				3,455,919
Chin-kiang	Imports	1,522,603		
	Exports	230,276		
			..	1,752,879
Total net value	.. .. ..	..	..	59,051,994

	£	£
Net value of Imports	27,580,398	
Net value of Exports	31,471,596	
		59,051,994
Value of goods imported, but re-exported into other ports		19,134,609
Total value of foreign trade on which duties were levied		78,186,603
Add one-third of above for treasure, rice, grain, &c., under Rule 3 of Tariff, unauthorized trade on the coast, smuggling, &c.		26,062,201
Total estimated value of foreign trade ..		104,248,804

STATEMENT of the Total Amount of Duties on Foreign Vessels and Cargoes, collected at the Treaty Ports of China, during the year 1863.

Ports.	Imports.	Exports.	Tonnage.	Half Duties.	Total.
	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghae	1,314,764	756,354	179,788	275,714	2,526,620
Foo-chow	254,719	1,391,245	16,340	41,328	1,703,632
Canton	237,035	670,325	18,953	24,242	950,555
Amoy	184,120	237,984	19,685	29,200	470,989
Ningpo	103,044	180,323	25,384	44,193	352,944
Swatow	142,567	134,207	11,518	37,763	326,055
Tien-tsin	88,476	23,427	2,917	48,849	163,669
Che-fow	44,278	78,576	9,249	24,049	156,152
Hankow	..	..	..	..	1,037,906
Kiu-kiang	..	..	..	..	713,778
Chin-kiang	..	..	..	..	6,685
			Total in taels		8,408,985
			Total in sterling £		2,802,995

No. 9.

Consul Sir H. Parkes to Mr. Hammond.—(*Received March* 23.)

Sir, *Shanghae, January* 25, 1865.

I HAVE the honour to forward copies of the Returns of Trade for this port for the year 1863, together with a memorandum and a despatch to Mr. Wade, of the 31st ultimo, in which I have accounted for the delay that has occurred in transmitting these papers.

I have, &c.

(Signed) HARRY S. PARKES.

Inclosure 1 in No. 9.

Consul Sir H. Parkes to Mr. Wade.

Sir, *Shanghae, December* 31, 1864.

IN my despatch of the 29th July I forwarded an approximative estimate of the British trade of this port for 1863, and stated that I was engaged on the preparation of more detailed Returns. A great pressure of work during the summer months, and the exceedingly cramped and inconvenient

offices in which it had to be conducted during the repair of the Consulate, has hitherto interfered with the execution of this wish.

I now forward a series of eight Returns which may be valuable for reference hereafter, although I am aware that they are less acceptable at this late date than if they had been earlier supplied. I may mention, however, that similar Returns have not been furnished from this Consulate since 1861, it having apparently been considered sufficient to forward the printed Customs Returns, which, however, did not supply full particulars of British trade as distinguished from the general foreign trade of the port. To arrive at the value of the former, which is given in the Returns I now send, every item of the imports and exports in the elaborate Customs Returns has had to be freshly calculated and retabulated. Certain improved arrangements in the Customs books lately made by the present Commissioner of Customs, Mr. Dick, will save this office much trouble when making up the Returns of British trade for the year now closing, and I trust, therefore, that they will be much more punctually forwarded.

It is scarcely desirable, at this late date, and in view of the occasion shortly devolving on me of reviewing the trade of the expiring year, to attempt a report of that of 1863, during which period, as you are aware, I was not present at this port. I have therefore limited my remarks to a Memorandum which I forward with the Returns, in which I have condensed in a form which I trust may prove convenient, the statistics which they contain.

In order to save the time that must be lost, especially at this season of the year, in the transmission of these Returns to England through the Legation, I am forwarding copies to the Foreign Office direct, which I trust you will approve.

Respectfully, &c.
(Signed) HARRY S. PARKES.

Inclosure 2 in No. 9.

Memorandum to accompany the Returns of Trade for 1863.

THE series comprises eight Returns :—

Return 1 gives the total amount of British shipping of all classes that entered and cleared from the port throughout the year, and furnishes a comparison with the tonnage of the previous year of 1862. The result is as follows :—

	Entered.		Cleared.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1863	1,790	530,921	1,810	554,716	3,600	1,085,637
1862	1,532	390,139	1,531	389,280	3,063	779,419
Increase in 1863 ..	258	140,782	279	165,436	537	306,218

Return 2 gives the distribution of this tonnage, and shows, by a continuation of the same comparison for the two years, that the increase is general to the shipping from all quarters. An analysis of this Return shows that seven-tenths of the British shipping of the port are employed in the local coasting trade, which term includes the trade with the Yang-tze ports, as well as that with Hong Kong and Japan ; two-tenths in the direct trade with Great Britain, inclusive of the mail-steamers loading with home cargoes ; and one-tenth in the trade with British Colonial possessions and

those of other Powers in the East. This conclusion appears by the following figures :—

	Entered.		Cleared.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Coast trade	1,462	342,574	1,602	427,317	3,064	709,891
Great Britain, direct trade	208	111,925	163	100,727	371	212,652
Colonial trade . ..	120	76,422	45	26,672	165	103,094
Total . ..	1,790	530,921	1,810	554,716	3,600	1,085,637

Return 3 gives the tonnage of each foreign nation trading at Shanghae, exclusive of British, and the addition at foot of the British tonnage shows the relative amount of foreign and British tonnage, and furnishes the grand total of all the foreign tonnage of the port. The following is the result arrived at :—

	Entered.		Cleared.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Foreign tonnage, other than British	1,416	422,982	1,378	432,588	2,794	855,570
British tonnage	1,790	530,921	1,810	554,716	3,600	1,085,637
Grand total, foreign tonnage .	3,206	953,903	3,188	987,304	6,394	1,941,207

The total foreign tonnage of the port for 1863 is thus little less than 2,000,000 tons, the British proportion of which is a ·56 to ·44 of all other States. The tonnage of the Federal States of America consisting of :—

Entered.		Cleared.		Total.	
Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
820	272,428	884	287,021	1,704	559,449

Comprises two-thirds of the foreign tonnage, the remaining third being made up of that of the Hanseatic Towns, Holland, France, and Denmark, and fourteen other States.

Return 4 is a statement of duties paid to the Chinese Government. Part I, purporting to be those paid by British vessels, is incomplete, as it does not distinguish the British share (probably eight-tenths) of the opium and coast trade duties which appear in the second part of the statement. The following comparison appears in the collection on all foreign vessels for the last two years :—

	Taels.	£
In 1862	4,172,019	= 1,433,019
In 1863	2,526,621	894,239
Difference in 1863	1,645,398	538,780

This difference is thus explained. In 1862 the duties on various produce exported from Hankow and Kiu-kiang and the tonnage dues of steamers trading on the Yang-tze were paid at Shanghae. In 1863 Custom-houses were established at those ports, and they collected about 1,600,000 taels, which at once accounts for nearly the whole of the apparent decrease. A rule also came in force, in 1863, which required the issue of drawbacks when applied for by merchants, for duties paid on foreign goods, instead of the exemption certificates which had always been granted before. The former secure a return of duties on the spot.

Return 5 gives the quantities and value of every article of merchandize imported in British vessels; and

Return 6 shows what portion of these goods were again re-exported to other ports. It will be seen that, exclusive of opium and treasure, the—

	Taels.
Total Imports were	34,330,680
Total Re-exports	23,384,732
Leaving for local consumption	10,945,948

Or rather less than one-third,—a circumstance which is a marked indication of the character of the trade, as denoting the extent to which Shanghae serves as the emporium for the ports on the Yang-tze and the coast.

Return 7 is a detailed statement of the quantities and value of all the exports in British vessels.

Return 8 is a convenient synopsis of the three previous Returns. On the import side it distinguishes the relative amounts of the direct home trade—that with British Settlements—the Chinese coast trade, and that with Japan. It also states, separately, the amount of opium and treasure imported, which, being on foreign as well as on British account, cannot be strictly described as entirely British.

	Taels.	£
The general trade amounts to ..	34,330,608 =	10,871,382
Opium and treasure	31,808,006	10,141,429
Total	66,138,686	21,012,811

Of the former the imports direct from England amount, it will be seen, to 10,723,060 taels, or 3,406,805*l.* 10*s.* 5*d.*, one-half of which have been absorbed on the spot, and the other half re-exported.

The total value of exports is 29,427,109 taels = 9.349,238*l.*, more than nine-tenths of which are home shipments.

The Undersigned has not the means of making a detailed comparison of the British imports and exports for the years 1862–63. The general result may be stated to be an increase in the import trade, principally in rice from India, and a falling-off in the export trade. The decrease in exports is entirely attributable to the diminution in the production of silk. The export in 1863 being only 2,877,152 lbs., against 9,861,671 lbs. in 1862.

There has been an increase, however, of the export of tea, as compared with 1862, of 13,273,851 lbs., and the raw cotton trade which has been called into existence by the prolongation of the American war, offers no inconsiderable compensation for the loss on silk, as the export in 1863 had reached 54,988,106 lbs., against 18,148,382 lbs. in 1862.

(Signed) HARRY S. PARKES, *Consul.*

Inclosure 3 in No. 9.

(1.)—Return of British Shipping for 1863.

	1863.						1862.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	With Cargo.	In Ballast.	Tonnage.	With Cargo.	In Ballast.	Tonnage.	With Cargo.	In Ballast.	Tonnage.	With Cargo.	In Ballast.	Tonnage.
British ships	1,064	233	494,774	979	358	518,568	899	53	353,195	767	185	353,535
Small craft (local) ...	375	118	36,174	336	137	36,148	518	62	36,944	343	236	35,945
Total	1,790		530,921	1,810		554,716	1,532		390,139	1,581		389,280

	1863.		1862.	
	No.	Tons.	No.	Tons.
British vessels, including mail steamers, arriving direct from England	208	111,925	171	95,819
British vessels, including mail steamers, clearing direct for England	163	100,727	118	77,793
Total	371	212,652	289	173,612

(Signed) HARRY S. PARKES, *Consul.*

(2.)—RETURN show the Movements of British Vessels and Coasting Small Craft at the Port of Shanghae.

To or from what Place.	1863.				1862.			
	Inwards.		Outwards.		Inwards.		Outwards.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Great Britain	208	111,925	163	100,727	171	95,819	118	77,793
Continent of Europe	—	—	—	—	—	—	—	—
British India, Straits Settlements, and Siam	64	42,887	22	16,794	24	12,377	8	4,799
Philippines	6	1,859	6	3,167	2	285	3	384
Chinese Coast Ports	948	168,170	1,112	234,137	639	91,462	900	191,041
Yang-tze River Ports	239	58,648	171	52,780	401	69,134	272	54,264
Japan	146	47,040	176	58,749	114	31,333	138	41,211
America, British	4	2,095	5	1,950	1	777	5	1,997
,, United States	9	6,324	10	4,234	3	851	3	1,480
Australian Colonies	37	23,257	2	527	53	32,153	1	234
Hong-Kong	129	68,716	143	81,651	124	55,948	83	36,077
Total	1,790	530,921	1,810	554,716	1,532	390,139	1,531	389,280

REFORM CLUB
PALL MALL

(3.)—RETURN of the Number and Tonnage of all Foreign Vessels Entered and Cleared at the Port of Shanghae, during the Years 1862 and 1863.

	1863.												1862.											
	Inwards.						Outwards.						Inwards.						Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
America	714	257,917	106	14,511	820	272,428	610	211,250	274	75,771	884	287,021	690	214,830	116	11,226	806	226,056	550	176,034	255	50,022	805	226,056
Hamburgh	165	43,261	3	944	168	44,205	110	28,301	58	14,570	168	42,871	99	25,293	3	658	102	25,951	70	17,777	23	6,784	93	24,561
Holland	64	21,228	1	268	65	21,506	49	14,655	18	6,842	67	21,497	57	17,266	1	242	58	17,508	52	15,395	6	2,654	58	18,049
France	118	18,853	11	1,149	129	20,002	81	13,718	52	4,402	133	18,120	145	12,987	18	1,128	163	14,115	110	9,745	35	2,805	145	12,550
Denmark	79	16,342	1	60	80	16,402	57	11,760	19	4,263	76	16,023	55	11,882	3	686	58	12,568	51	10,701	12	2,585	63	13,286
Prussia	37	10,246	3	880	40	11,126	24	7,127	9	2,239	33	9,366	7	1,407	2	100	9	1,507	7	1,336	3	351	10	1,687
Bremen	30	8,793	1	432	31	9,225	25	7,547	7	2,033	32	9,580	16	4,717	...	...	16	4,717	8	2,712	9	2,585	17	5,297
Norway and Sweden	20	7,354	2	634	22	7,988	11	4,375	9	2,861	20	7,236	18	5,177	1	254	19	5,431	15	4,277	5	1,588	20	5,865
Siam	8	4,268	...	...	8	4,268	8	4,235	...	...	8	4,235	14	6,357	...	...	14	6,357	13	5,810	1	547	14	6,357
Spain	9	3,670	...	...	9	3,670	9	3,670	...	...	9	3,670	9	2,132	...	...	9	2,132	10	2,360	1	203	11	2,563
Russia	9	2,727	2	624	11	3,351	7	2,501	4	998	11	3,499	8	2,934	...	...	8	2,934	7	2,752	1	173	8	2,925
Hanover	9	2,711	...	...	9	2,711	6	2,069	6	1,688	12	3,757	10	2,772	...	...	10	2,772	10	2,205	2	663	12	2,868
Oldenburg	9	1,983	...	...	8	1,983	7	1,796	3	644	10	2,440	10	2,658	...	...	10	2,658	6	1,783	3	563	9	2,346
Portugal	8	1,126	2	150	10	1,276	5	788	7	737	12	1,525	11	1,701	2	110	13	1,811	6	1,347	6	373	12	1,720
New Granada ...	...	...	...	...	...	...	...	...	...	...	...	...	4	1,186	...	...	4	1,816	2	507	1	240	3	747
Belgium	2	622	...	...	2	622	1	311	...	...	1	311	...	...	...	...	...	...	...	...	...	...	...	...
Mecklenburg ...	1	496	...	...	1	496	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	1	286	...	...	1	286	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chili	...	...	...	...	...	...	...	...	...	...	...	...	1	615	...	...	1	615	1	615	...	...	1	615
Peru	1	895	...	...	1	895	...	...	1	895	1	895	...	...	...	...	...	...	...	...	...	...	...	...
Lombock	1	542	...	...	1	542	1	542	...	...	1	542	...	...	...	...	...	...	...	...	...	...	...	...
Total	1,284	403,330	132	19,652	1,416	422,982	1,011	314,645	467	117,943	1,378	432,588	1,153	314,244	146	14,404	1,299	328,648	918	255,356	363	72,136	1,281	327,492
Great Britain ...	1,439	485,014	351	45,907	1,790	530,921	1,315	430,542	495	124,174	1,810	554,716	1,417	373,139	115	17,000	1,532	390,139	1,110	317,083	421	72,197	1,531	389,280
Total British and foreign tonnage of Port ...	...	...	...	...	3,206	953,903	...	...	...	...	3,188	987,304	...	...	...	...	2,831	718,787	...	...	...	...	2,812	716,772

(Signed) HARRY S. PARKES, *Consul.*

(4.)—RETURN of Duties paid to Chinese Government at Shanghae during the years 1862 and 1863.

1. Duties paid by British Vessels.

	1862.	1863.
	Taels.	Taels.
1. Imports	1,021,770	439,183
2. Exports	757,491	554,913
3. Tonnage Dues	72,120	111,049
Total	1,851,381	1,105,145
Total sterling ..	£570,842	£340,753

2. Duties paid by all Foreign Vessels (British included).

	1862.	1863.
	Taels.	Taels.
1. Imports	1,727,451	597,660
2. Exports	1,000,889	756,354
3. Tonnage dues	128,860	179,788
	2,857,200	1,533,802
On Opium landed	656,745	717,104
Half or Coast Trade duties ..	658,074	275,715
Total	4,172,019	2,526,621
Total sterling ..	£1,433,019	£894,239

(Signed) HARRY S. PARKES, *Consul.*

(5.)—RETURN of the British Import Trade at the port of Shanghae for the year ended 31st December, 1863.

Description of Goods.	In 1,439 British Vessels. Aggregate tonnage, 257,917 tons.		Average Rate.			Estimated Value.
	Pieces.	Pic. cat.	T.	M.	C.	Taels.
Alpaca	260	..	8	5	0	2,210·0
Brocades, dyed ..	34,190	..	3	6	0	123,084·0
„ white ..	29,514	..	2	5	0	73,785·0
Broad cloth	2,411	..	45	0	7	108,663·8
Belts, elastic (doz.) ..	805	..	2	0	0	1,610·0
Bombazettes	4,131	..	5	5	0	22,720·5
Blankets (pairs) ..	19,828	..	3	0	0	59,484·0
Bunting	635	..	5	0	0	3,175·0
Camlets, English ..	80,075	..	16	4	5	1,317,233·7
„ Dutch ..	388	..	17	5	0	6,790·0
„ Imitation ..	1,370	..	10	5	0	14,385·0
Cambrics	46,703	..	2	5	0	116,757·5
Canvass	4,496	..	6	0	0	26,976·0
Cassimeres	144	..	18	0	0	2,592·0
Chintzes or furnitures, ordinary	79,555	..	2	5	0	198,887·5
Cottonades	12,591	..	2	3	0	28,957·3
Cotton thread . ..	..	34 87	30	0	0	1,046·1
Cottons dyed, unclassified	1,492	..	3	3	0	4,923·6
Cottons, printed ..	9,022	..	2	1	0	18,946·2
Crapes, worsted, English..	947	..	12	0	0	11,364·0
Damasks, cotton ..	24,597	..	6	5	0	159,830·5
„ woollen ..	6,230	..	14	0	0	87,220·0
Dimities	18,896	..	2	2	0	41,571·2
Domestics	7,000	..	3	9	0	27,300·0

Description of Goods.	In 1,439 British Vessels.		Average Rate.			Estimated Value.
	Pieces.	Pic. cat.	T.	M.	C.	Taels.
Drills, American ..	7,864	..	6	5	0	51,116·0
„ dyed	1,409	..	5	5	0	7,749·5
„ grey	9,288	..	5	4	0	50,155·2
„ white	279	..	7	0	0	1,953·0
Felt	16,750	..	..			3,638·0
Flannels	1,749	..	13	0	0	22,737·0
Fustains	2,409	..	8	0	0	19,272·0
Ginghams	1,648	..	5	2	5	8,652·0
Habit-cloth	3,284	..	32	0	0	105,088·0
Handkerchiefs (doz.) ..	67,842	..	0	8	5	57,665·7
Hemp-cloth	136,800	..	0	3	0	40,740·0
Lastings	22,542	..	13	0	0	293,046·0
„ Imitation ..	3,890	..	10	0	0	38,900·0
Lawns	4,600	..	1	3	5	6,210·0
Linen	3,212	..	5	5	0	17,666·0
Lustres	23,714	..	5	5	0	130,427·0
„ brocaded ..	13,858	..	6	5	0	90,077·0
Long ells	103,415	..	7	0	0	723,905·0
Medium cloth . ..	2,964	..	30	0	0	88,920·0
Muslins	22,420	..	1	3	5	30,267·0
Orleans	4,452	..	5	5	0	24,486·0
„ figured ..	4,590	..	6	0	0	27,540·0
Pilot cloth	102	..	30	0	0	3,060·0
Poplins	100	..	40	0	0	4,000·0
Rabbit-skin cloth ..	93	..	35	0	0	3,255·0
Rough cloth	105	..	11	4	3	1,200·0
Russian cloth	416	..	27	0	0	11,232·0
Serge	133	..	14	0	6	1,862·0
Shirtings figured, white ..	47,253	..	2	8	5	131,671·0
„ „ dyed ..	19,229	..	3	8	0	67,301·0
„ plain, grey ..	377,882	..	3	0	0	1,113,646·0
„ „ white ..	118,713	..	3	7	0	439,238·1
„ „ dyed ..	28,276	..	3	5	0	98,966·0
Spanish stripes ..	36,566	..	17	8	2	651,606·1
T-cloths, grey (24 yds.) ..	213,937	..	2	3	0	492,055·1
„ „ (48 yds.) ..	309	..	4	5	0	1,390·5
Turkey red cloth ..	26,399	..	3	4	0	89,756·6
Umbrellas, cotton ..	314,972	..	0	6	0	188,983·2
„ silk ..	19,549	..	3	0	0	58,647·0
„ frames ..	5,968	..	0	3	1	1,842·0
Velvets	24,895	..	9	0	0	224,055·0
Velveteens	24,548	..	8	5	0	208,658·0
Woollen and cotton mixtures	6,849	..	7	5	0	51,367·5
Woollen cloth, blue ..	356	..	30	0	0	10,680·0
Metals :—						
Yellow sheathing-metal and nails ..	..	3,249 14	22	0	0	71,481·0
Copper nails . ..	..	43 40	30	0	0	1,302·0
Iron nail-rod and bar ..	..	90,406 67	2	4	5	221,496·3
„ plate and sheet ..	..	2,747 36	3	5	0	9,615·7
„ manufactured ..	..	9,290 93	2	4	0	22,298·2
„ wire	..	3,845 43	9	0	0	34,608·8
„ corrugated ..	..	173 00	6	0	0	1,020·0
„ nails	..	902 04	6	5	0	5,863·2
Lead	..	100,949 56	6	0	0	605,697·3
„ sheet	..	1,535 32	6	1	0	9,365·4
Iron, unmanufactured ..	..	11,246 40	2	0	0	22,492·8
Spelter	..	1,159 00	5	0	0	5,795·0
Steel	..	4,248 29	11	0	0	46,731·2
Tin plates	..	3,696 27	38	5	0	142,306·3
Anchors	..	3,682 33	4	3	0	15,834·0
„ chains ..	..	8,328 68	3	5	0	29,150·3
Flints	..	22,846 00	6	8	0	155,352·8

Description of Goods.	In 1,439 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Albums	1,727	..	1 2 7	2,193·3
Blocks & sheaves.. pkgs.	29	..	55 6 0	1,613·0
Buttons, brass (gross) ..	3,176	..	0 5 0	1,588·0
„ gilt (gross) ..	2,125	..	2 0 0	4,250·0
Composition (patent) ..	..	209 04	9 6 2	2,032·0
Corks (gross)	10,736	..	0 4 3	4,682·5
Clocks	2,976	..	3 0 2	9,000·1
Engravings & pictures ..	577	..	2 2 9	1,322·3
Glass window.. pkgs..	20,518	..	3 8 0	77,968·4
India-rubber	..	30 15	40 7 4	1,500·0
Ironmongery .. pkgs..	99	..	30 1 0	2,979·0
Looking-glasses ..	1,005	..	2 9 6	2,979·0
Matches, wood & wax ..	39,089	..	0 4 5	17,590·0
Musical boxes and instruments	3,431	..	5 1 9	17,787·0
Needles	185,000	..	0 0 0 7/10	1,423·0
Oil, parafine gallons ..	1,830	..	1 1 0	2,013·0
Pitch (barrels) . pkgs.	492	..	5 5 7	2,742·0
Quinine	..	0 79	27 0 8	2,140·0
Shovels . .. pkgs.	352	..	4 4 3	1,561·0
Spy glasses	1,889	..	3 5 8	6,770·0
Stereoscspes	6,258	..	0 4 3	2,690·0
„ Views ..	73,856	..	0 0 8	6,201·0
Tar barrels .. pkgs.	673	..	4 6 1	3,102·5
Turpentine (gallons) ..	1,792	..	1 4 1	2,532·0
Varnish	..	158 72	8 8 8	1,411·0
Ware, brass	..	8 0	200 0 0	1,600·0
„ iron	..	100 58	10 0 0	1,005·8
Watches	4,118	..	9 1 8	37,802·2
„ chains ..	7,069	..	0 3 6	2,544·8
				9,777,679·6
JAPAN.				
Bicho de mer, black ..	..	2,133 87	30 0 0	64,016·1
„ „ white ..	..	337 60	20 0 0	6,752·0
Bronze ware	..	3 75	400 0 0	1,500·0
Camphor	..	273 49	18 0 0	4,922·8
Charcoal	..	14,026 88	0 9 0	12,624·2
Coal (tons)	3,355	..	5 2 5	17,613·7
Coir	..	775 4	4 0 0	3,101·6
Copper cash (strings) ..	4,970	..	1 4 0	6,958·0
Cotton (raw)	..	1,262 46	12 0 0	15,149·5
„ (dyed)	600	..	2 0 0	1,200·0
Curiosities .. packages	61	..	41 1 0	2,507·1
Fish cuttle	..	2,698 41	6 0 0	16,190·4
„ shell	..	645 20	17 5 0	11,290·4
Gingseng (1st quality) ..	..	90 19	235 0 0	21,194·6
„ (2nd „) ..	..	333 67	180 0 0	60,060·6
Horn, deers, old ..	..	404 68	5 0 0	2,023·4
Iron bar, &c.	..	2,074 17	2 8 3	5,869·9
Isinglass	..	686 32	19 4 8	13,369·5
Japan root	..	467 63	6 0 0	2,805·7
„ ware, coarse and fine	..	460 28	16 0 0	7,482·4
Lacquered ware ..	..	128 2	22 0 0	2,816·4
Lead, pig	..	843 0	5 0 0	4,215·0
Mats	5,190	..	2 0 0	10,380·0
Medicine	..	590 63	8 0 0	4,725·0
Mushrooms	..	862 57	17 7 0	15,267·4
Mussels and other shell-fish, dried	..	187 90	16 0 0	3,006·4
Nutgalls	..	323 29	6 0 0	1,939·7
Oil, vegetable	..	1,354 82	3 5 0	4,741·8
Paper, coarse	..	660 75	5 9 0	3,898·4

Description of Goods.	In 1,439 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Paper, fine	..	609 21	10 0 0	6,092·1
Peel, pumelo	..	312 60	6 0 0	1,875·6
Pepper, black	..	204 88	8 0 0	1,639·0
Prawns, dried	..	731 15	9 0 0	6,580·3
Rice	..	2,397 78	2 5 0	5,994·4
Safflower	..	48 0	55 0 0	2,640·0
Sea-weed	..	74,700 77	3 2 2	240,536·4
Shark's fins, black ..	..	233 17	14 0 0	3,264·3
Silk floss	..	93 52	520 0 0	48,630·4
„ piece goods ..	..	2 97	750 0 0	2,227·5
„ raw	..	4,836 12	450 0 0	2,198,754·0
„ refuse	..	19 97	150 0 0	2,995·5
„ wadding	..	9 11	140 0 0	1,275·4
„ waste	..	61 15	150 0 0	9,172·5
Stone slabs	7,046	..	1 5 0	10,569·0
Tea	..	23,464 48	15 6 0	366,044·8
Timber, beams ..	18,685	..	4 0 0	74,740·0
„ spars	136	..	8 0 0	1,088·0
„ planks, soft wood	6,040,498	..	0 2 0	1,208,199·6
Tin	..	1,624 0	26 0 0	42,224·0
„ plates	..	624 20	30 0 0	18,726·0
Tobacco leaf	..	1,658 68	8 0 0	13,269·4
Vermicelli	..	1,326 34	5 0 0	6,631·7
Wax, vegetable ..	..	1,085 82	26 0 0	28,230·3
Watches	240	..	9 0 0	2,160·0
Wood, piles and poles ..	20,556	..	0 6 0	12,333·6
				14,421,195·4
GENERAL.				
Almonds	..	472 15	25 0 0	11,803·7
Alum, white	..	4,246 95	2 5 0	10,617·3
„ green	..	3,166 51	3 8 7	12,254·3
Aniseed, star	..	355 15	12 0 0	4,261·8
„ broken ..	..	709 86	10 0 0	7,098·6
Bags, gunny	20,375	..	0 4 0	8,150·0
„ hemp	212,320	..	0 0 1½	3,184·8
Bamboo brooms ..	29,489	..	0 0 5	1,474·4
„ hats	9,298	..	0 3 0	2,789·4
„ husk	..	558 15	3 0 0	1,674·4
„ shoots, fresh ..	..	1,325 70	3 0 0	3,977·0
„ „ dried ..	..	6,412 90	4 5 0	28,358·0
„ ware ..	..	212 28	18 0 0	3,821·0
Barley, pearl	..	240 70	9 0 0	2,166·3
Bean cake	..	15,466 48	2 5 0	38,666·2
Betel nuts	..	1,208 65	3 0 0	3,625·9
Bicho de mer, black ..	..	83 28	14 0 0	1,165·9
„ „ white ..	..	1,221 99	18 0 0	21,955·8
Birds' feathers ..	21,724	..	1 3 0	2,844·1
Birds' nests, 1st quality ..	..	7 87	1,200 0 0	9,444·0
„ „ 2nd „ ..	..	16 96	700 0 0	11,872·0
„ „ 3rd „ ..	..	64 9	300 0 0	19,227·0
Brass foil	..	28 28	45 0 0	1,272·6
„ „ old	..	232 0	22 0 0	5,104·0
„ ware	..	249 78	38 0 0	9,491·6
Bricks and tiles ..	506,420	..	0 0 0 3/10	1,519·2
Buttons, brass, figured ..	..	168 21	65 0 0	10,933·6
„ „ plain ..	..	455 80	40 0 0	18,232·0
Camphor baroos, clean ..	..	0 54	24 0 0	1,296·0
„ „ unclean ..	..	54 80	1,400 0 0	76,720·0
Candles, native ..	..	128 52	12 0 0	1,542·2
Cardamoms, 1st quality ..	..	94 40	80 0 0	7,552·0
„ husks ..	..	295 42	12 0 0	3,545·0
„ with husks ..	..	73 97	60 0 0	4,438·2
Charcoal	..	31,485 10	1 8 0	56,673·1

Description of Goods.	In 1,439 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Chestnuts	..	650 20	5 0 0	3,251·0
China-root	..	2,136 17	5 0 0	10,680·6
„ ware, fine ..	..	2,759 32	16 0 0	44,149·1
„ „ coarse ..	..	8,580 72	9 0 0	77,226·4
Cinnamon	..	60 93	80 0 0	4,874·4
Cloves	..	1,797 82	8 0 0	14,382·5
Cloth hemp-bag ..	7,000	..	0 3 0	2,100·0
Coal, foreign (tons) ..	102,335	..	8 0 0	818,680·0
Coir	..	1,646 47	6 0 0	9,878·8
Copper	..	3,086 28	20 0 0	61,725·6
„ cash, strings ..	282,422	..	0 7 5	211,816·5
„ old	..	148 72	12 0 8	1,797·0
Corals	..	9 21	400 0 0	3,684·0
Cotton	..	5,049 79	20 0 0	100,995·8
„ twine	..	28 66	38 0 0	1,089·0
Crackers and fireworks ..	..	2,680 11	16 0 0	42·881·7
Curiosities .. packages	80	..	56 6 0	4,528·0
Dates, black	..	12,035 61	1 2 0	14,442·7
„ red	..	5,808 1	1 5 0	8,712·0
Dressing-cases ..	408	..	3 0 0	1,224·0
Dye-stuff	..	1,207 29	3 0 0	3,621·8
Earthenware	..	479 56	6 0 0	2,877·3
Etephants' teeth, whole ..	..	49 30	120 0 0	5,916·0
Fans, palm-leaf ..	4,115,422	..	0 0 $1\frac{6}{10}$	65,846·7
„ paper	364,250	..	0 0 $2\frac{6}{10}$	9,470·5
Feathers, peacocks' ..	11,822	..	4 0 0	47,288·0
Felt caps	66,326	..	0 8 0	53,060·8
Fire-wood	..	9,662 0	0 3 5	3,381·7
Fish cuttle	..	5,376 37	8 0 0	43,010·9
„ dried	..	438 10	6 0 0	2,628·6
„ maws	..	300 98	18 0 0	5,417·6
„ nets	..	78 20	18 0 0	1,407·6
„ salt	..	5,682 18	3 0 0	17,046·5
Flints	..	12,425 60	0 3 0	3,727·6
Flour	..	1,867 2	3 5 0	6,534·5
Flowers, dried ..	..	213 96	6 0 0	1,283·7
„ roots	20,900	..	0 0 6	1,254·0
„ seeds ..	..	484 18	7 0 0	3,389·2
Fruits, fresh	..	2,626 99	2 0 0	5,253·0
Fungus	..	887 73	12 0 0	10,652·7
Gambier	..	675 69	3 0 0	2,027·0
Ginseng, clarified ..	..	147 0	120 0 0	17,640·0
„ crude	..	26 36	70 0 0	1,845·2
„ native ..	..	11 51	4,000 0 0	46,040·0
Glass, or vitrified ware ..	..	344 81	12 0 0	4,137·7
Glue	..	289 69	14 0 0	4,055·6
Gold stones	..	4 81	498 3 3	2,397·0
Grains	..	763 55	3 0 0	2,290·6
Grass cloth, coarse ..	..	1,235 2	240 0 0	296,404·8
„ „ fine ..	..	74 84	400 0 0	29,936·0
Ground nuts	..	710 24	3 0 0	2,130·7
Gum, dragon-blood ..	..	29 23	130 0 0	3,799·9
„ myrrh	..	96 25	12 0 0	1,155·0
„ olibanum ..	..	9 16	600 0 0	5,496·0
„ resin	..	52 98	40 0 0	2,119·2
Gypsum	..	18,832 0	0 5 0	9,416·0
Hair, camel	..	415 76	7 0 0	2,910·3
Hams	..	1,957 49	22 0 0	43,064·7
Hemp	..	11,860 99	7 0 0	83,026·9
Hides, buffalo and cow ..	..	187 86	6 0 0	1,127·1
Hones, razor	..	1,130 42	12 0 0	13,565·0
Honey, &c.	..	130 41	22 0 0	2,869·0
Horns, chamois	..	184 91	25 0 0	4,622·7
„ deer, old ..	..	83 7	22 0 0	1,826·0

Description of Goods.	In 1,439 British Vessels.		Average Rate.			Estimated Value.
	Pieces.	Pic. cat.	Taels.			Taels.
Horns, deer, young ..	112	..	25	0	0	2,800·0
„ rhinoceros ..	..	31 15	110	0	0	3,426·5
Indigo, dry	..	793 62	26	0	0	20,634·1
„ liquid	..	13,762 69	12	0	0	165,152·2
Ink, Indian	..	9 32	120	0	0	1,118·4
Iron knives	59,632	..	0	0	5	2,981·6
„ manufactured ..	..	591 29	30	0	0	17,738·7
„ nails	..	190 48	6	0	0	1,142·8
„ wire	..	191 76	28	0	0	5,369·2
„ ware	..	1,314 57	35	0	0	46,009·9
Ivory-ware	..	38 28	110	0	0	4,210·8
Jade-stone ornaments ..	1,020	..	1	4	7	1,499·4
Joss-stick powder ..	..	2,574 40	2	0	0	5,148·8
Lacquered ware ..	..	80 58	24	0	0	1,933·9
Lamps, brass	..	180 56	30	0	0	5,416·8
„ glass	..	70 77	30	0	0	2,123·1
Lead, native	..	605 66	4	0	0	2,422·6
„ tea	..	451 76	9	0	0	4,065·8
„ red	..	637 79	8	0	0	5,102·3
„ white, ceruse ..	..	5,416 2	7	0	0	37,912·1
„ yellow, massicot ..	..	337 71	9	0	0	3,039·3
Leather	..	1,298 7	3	0	0	3,894·2
Lichees	..	1,068 32	6	5	0	6,944·0
Liquorice	..	812 6	7	5	0	6,090·4
Lily flowers	..	1,020 97	6	0	0	6,125·8
„ seeds	..	1,323 35	15	0	0	19,850·2
Looking-glasses ..	62,574	..	0	3	0	18,772·2
Lung-ngan, dried ..	..	10,697 94	6	5	0	69,536·6
„ fresh ..	..	1,088 81	8	0	0	8,710·4
Mangrove bark ..	..	6,637 70	2	5	0	16,594·2
Mats, tea, and silk ..	798,960	..	0	1	0	79,896·0
Matting cotton (rolls) ..	1,182	..	3	0	0	3,546·0
Medicine	..	29,464 99	10	0	0	294,649·9
Melon seeds	..	3,204 63	3	5	0	11,216·2
Maize	..	789 76	1	8	0	1,421·5
Mirrors	..	336 53	30	0	0	10,095·5
Millet	..	2,994 60	1	5	0	4,091·9
Mother-o'-pearl shell ..	..	234 0	8	0	0	1,872·0
„ „ ware ..	..	1 40	1,000	0	0	1,400·0
Mushrooms	..	154 21	25	0	0	3,855·2
Musk	..	2 47	1,400	0	0	3,458·0
Mussels, and other shell-fish	..	1,320 9	20	0	0	26,401·8
Nankeen	..	127 44	30	0	0	3,823·2
Nut-galls	..	2,783 72	7	0	0	19,486·0
Nutmegs	..	52 79	90	0	0	4,751·1
Oakum	..	1,106 31	4	0	0	4,425·2
Oil, ground-nut ..	..	604 95	6	0	0	3,881·7
„ paint (gallons) ..	11,458	..	1	2	0	13,749·6
„ tea	..	502 11	7	5	0	3,765·8
„ vegetable	..	4,027 33	7	5	0	30,204·9
„ wood	..	22,066 92	7	5	0	165,501·9
Olilves, fresh	..	4,709 81	4	0	0	18,839·2
„ salt	..	708 81	2	5	0	1,772·0
Opium, native ..	..	24 25	375	0	0	9,083·7
Oranges, fresh ..	..	7,527 56	5	0	0	37,637·8
„ preserved ..	..	1,184 96	6	0	0	7,109·7
Paint, black	..	538 79	8	0	0	4,310·3
„ green	..	254 6	11	0	0	2,794·6
„ red	..	601 30	9	0	0	5,411·7
„ white	..	546 49	13	0	0	7,104·3
„ mixed	..	210 77	8	4	4	1,778·8
Paper, native, fine ..	..	11,967 38	16	0	0	191,478·0
„ „ coarse ..	..	53,711 66	4	0	0	214,846·6

Description of Goods.	In 1,439 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Peach kernels	..	413 65	10 0 0	4,136·5
Peas	..	36,295 70	2 0 0	72,591·4
Orange peel	..	1,700 13	8 0 0	13,601·0
Pepper, black	..	14,649 25	6 0 0	87,895·5
„ white.. ..	..	357 19	9 0 0	3,214·7
Pickles	..	214 41	10 0 0	2,144·1
Pork	..	208 41	5 0 0	1,042·0
Potatoes	..	1,779 4	2 0 0	3,558·0
„ flour	..	5,413 74	0 8 0	4,330·9
Prawns, dried.. ..	..	420 81	8 0 0	3,366·4
Preserves	..	2,689 72	12 0 0	32,276·6
Provisions, dried ..	..	208 3	15 0 0	3,120·4
Pummeloes	..	279 47	13 0 0	3,633·1
Quicksilver	..	566 97	15 0 0	53,862·0
Raisins	..	210 1	8 0 0	1,680·0
Rattans	..	8,166 78	2 5 0	20,416·9
„ ware	..	233 40	15 0 0	3,501·0
Red earth	..	3,132 21	9 0 0	28,189·8
Rhubarb	..	2,554 69	50 0 0	127,234·5
Rice	..	1,127,250 61	2 7 0	3,043,576·6
Rope, hemp, or Europe ..	..	3,505 67	12 0 0	42,068·0
„ Manila ..	..	597 86	8 0 0	4,782·8
Rosin (barrels) ..	294	..	6 2 6	1,840·4
Safflower	..	682 61	64 8 0	40,345·1
Saffron	..	24 30	786 0 0	19,099·8
Saltpetre	..	11,448 81	7 0 0	80,141·6
Samshoo	..	1,756 81	5 5 0	9,662·4
Seaweed	..	1,972 92	3 0 0	5,918·7
Sharks' fins, black ..	..	274 35	18 0 0	4,938·3
„ „ white ..	..	574 61	40 0 0	22,984·4
„ skins	3,092	..	0 4 0	1,236·8
Shoes, cloth (pairs) ..	26,220	..	0 7 5	19,665·0
„ leather.. ..	3,023	..	0 8 0	2,418·4
„ rain	1,019	..	1 0 0	1,019·0
„ satin	39,723	..	0 6 5	25,819·9
Silk piece goods, coarse ..	..	66 45	140 0 0	9,303·0
„ „ fine ..	..	761 83	380 0 0	289,495·4
„ raw, Che-foo ..	..	27 8	177 3 0	4,801·2
„ „ Ning-po ..	..	47 63	350 0 0	16,670·5
„ „ Yang-tsze ..	..	91 79	320 0 0	23,372·8
„ ribbons	..	178 27	240 0 0	42,784·8
Skins, Lamb	12,344	..	0 2 0	2,468·8
„ otter, land ..	2,955	..	1 5 0	4,432·5
„ sheep	76,842	..	0 2 0	15,368·4
Smalts	..	66 1	24 0 0	1,584·2
Snuff, native	..	95 34	18 0 0	1,716·1
Soap, native	..	5,799 31	3 0 0	17,397·9
„ stone	..	100 0	20 0 0	2,000·0
Soy	..	279 0	7 0 0	1,953·0
Steel, native	..	704 5	4 5 0	3,168·2
„ yards	8,729	..	0 1 2	1,047·4
Stockings (pairs) ..	55,414	..	1 0 0	55,414·0
Stone slabs	8,699	..	0 1 8	1,565·8
Straw hats	56,135	..	0 2 0	11,227·0
„ mats	161,415	..	0 1 0	16,141·5
Sugar, brown	..	212,233 46	4 5 0	950,550·5
„ candy	..	7,313 90	11 0 0	80,452·9
„ canes	97,060	..	0 0 6	5,823·6
„ white	..	116,927 84	7 7 0	900,344·3
Sulphur	..	501 0	2 0 0	1,002·0
Tallow, vegetable ..	..	13,938 50	11 0 0	153,323·5
Tea, brick	..	5,352 59	8 0 0	42,820·7
„ Foo-chow, &c. ..	..	3,369 36	28 0 0	94,342·0
„ Ning-po	..	30,857 87	30 0 0	925,736·1

Description of Goods.	In 1,439 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Tea, Yang-tsze ..	..	164,680 86	35 0 0	5,763,830·1
Timber, beams ..	13,284	..	3 0 0	39,852·0
„ masts and spars	8,592	..	4 0 0	34,368·0
„ planks, hard wood	65,064	..	2 0 0	130,128·0
„ „ soft wood sq. feet	2,138,817	..	0 2 0	427,763·4
Tin	..	17,311 70	27 0 0	467,415·9
„ foil	..	9,275 30	32 0 0	296,809·6
„ old	..	218 0	22 0 0	4,796·0
Tobacco, leaf	..	10,794 85	12 0 0	129,538·2
„ dust . ..	..	259 99	4 0 0	1,039·9
„ prepared ..	..	8,639 75	22 0 0	190,074·5
„ stems . ..	..	370 46	3 0 0	1,111·3
Umbrellas, paper ..	52,570	..	0 1 0	5,257·0
Ultramarine	..	44 75	40 0 0	1,790·0
Varnish	..	980 99	14 0 0	13,733·8
Vegetables, dried ..	..	1,221 43	2 0 0	2,442·8
„ salted ..	..	9,813 91	0 6 0	5,888·3
Vermicelli	..	902 49	2 5 0	2,256·2
Vermilion	..	400 54	28 0 0	11,215·1
Walnuts	..	2,287 79	3 0 0	6,863·3
Wax, vegetable ..	..	140 16	11 0 0	1,541·7
„ white or insect ..	..	420 6	37 0 0	15,542·2
Wheat or grain ..	..	5,072 64	3 0 0	15,217·9
Wood, coffin	892	..	12 0 0	10,704·0
„ ebony	..	3,338 32	3 5 0	11,684·3
„ fragrant ..	..	84 8	14 0 0	1,177·1
„ garroo . ..	..	28 94	70 0 0	2,025·8
„ kraugee ..	360	..	9 0 0	3,240·0
„ laka	..	1,572 98	2 8 0	4,404·3
„ piles and poles ..	422,131	..	0 5 0	211,065·5
„ red	..	412 60	6 0 0	2,475·6
„ sandal . ..	..	20,895 91	4 5 0	94,031·5
„ sapan	..	4,065 29	2 5 0	10,163·2
„ shooks, for tea-chests . ..	6,000	..	0 2 0	1,200·0
„ ware	..	324 94	17 0 0	5,523·9
Wool	..	794 56	7 0 0	5,561·9
Yams, or sweet potatoes .	..	525 52	3 0 0	1,576·5
Sundries, &c.	..	..	..	90,786·4
				34,330,680·0
Treasure imported for the year	..	..	..	11,556,600·0
Opium, Malwa . ..	29,987	29,987 0	538 0 0	16,133,006·0
„ Patna . ..	6,864	8,236 80	500 0 0	4,118,400·0
Total	..	..	..	66,138,686·0

Exchange at 6*s.* 4¼*d.* per tael, equal to 21,012,811*l.* 13*s.* 11½*d.*

(Signed) HARRY S. PARKES, *Consul.*

(6.)—RETURN of the British Re-Export Trade at the Port of Shanghae during the year ended 31st December, 1863.

Description of Goods.	In 1,276 British Vessels.		Average Rate.			Estimated Value.
	Pieces.	Pic. cat.	T.	M.	C.	Taels.
Grey shirtings	481,392	..	3	0	0	1,444,176·0
White „	83,577	..	3	7	0	309,234·9
Dyed „	3,449	..	3	5	0	12,071·5
T-cloths, grey	99,826	..	2	3	0	229,599·8
Domestics	18,955	..	5	0	0	94,775·0
Drills, grey	530	..	5	1	0	2,703·0
Figured shirtings, white ..	22,367	..	2	9	0	64,864·3
„ „ dyed ..	15,520	..	3	5	0	54,320·0
Brocades, white	15,944	..	2	8	0	44,643·2
„ dyed	11,207	..	4	3	0	48,190·1
Damasks	2,304	..	6	6	0	14,206·4
„ dyed	7,226	..	4	0	0	28,904·0
„ woollen ..	820	..	6	5	0	5,330·0
Turkey red cloth ..	18,410	..	0	3	5	6,443·5
„ „ chintz ..	1,300	..	3	0	0	3,900·0
Chintz or furnitures (ordinary)	44,130	..	2	5	0	110,775·0
Handkerchiefs	34,207	..	0	8	5	29,075·9
Cambrics	4,000	..	2	5	0	10,000·0
Muslins	2,606	..	1	3	0	3,518·1
Ginghams	8,160	..	3	0	0	24,480·0
Linen, Irish	287	..	5	5	0	1,578·5
Velvets	13,429	..	9	0	0	120,861·0
Velveteens	6,571	..	8	5	0	55,853·5
Fustains	880	..	8	0	0	7,040·0
Cotton yarn	..	78 0	26	0	0	2,010·0
Canvas bolts	1,566	..	6	0	0	9,396·0
Cottonades	1,990	..	3	5	0	6,965·0
Cotton stripes	1,200	..	3	5	0	4,200·0
Cottons, printed	1,127	..	3	0	0	3,381·0
„ dyed, unclassified .	13,385	..	3	7	0	49,524·5
Duck cotton	100	..	2	0	0	200·0
Drills, American ..	18,640	..	5	1	0	95,064·0
Jeans	1,460	..	4	4	0	6,424·0
Blankets .. pairs	3,765	..	3	0	0	11,295·0
Broad cloth	955	..	75	0	0	71,625·0
Medium „	201	..	45	0	0	8,045·0
Habit „	120	..	39	0	0	4,680·0
Fur „	44	..	35	0	0	1,540·0
Spanish stripes	11,539	..	17	0	0	196,163·0
Long ells	31,678	..	7	0	0	221,746·0
Camlets	60,702	..	16	6	0	1,007,653·2
„ imitation ..	320	..	10	5	0	3,360·0
Lastings	3,750	..	13	9	0	52,125·0
„ imitation ..	455	..	12	6	0	5,733·0
„ crape	906	..	13	0	0	11,778·0
„ brocade . ..	190	..	10	0	0	1,900·0
Orleans, plain	710	..	5	0	0	3,550·0
„ figured	600	..	6	0	0	10,458·0
Woollen & cotton mixtures.	1,309	..	10	0	0	13,090·0
Satins	129	..	22	0	0	2,838·0
Lustres, plain	4,749	..	5	3	0	25,169·7
„ figured	1,743	..	6	0	0	10,458·0
Grograms	100	..	16	0	0	1,600·0
Mohair	100	..	25	0	0	2,500·0
Silk poplins	100	..	40	0	0	4,000·0
Metals—Iron, &c. ..	..	21,785 44	2	5	0	54,463·6
„ wire ..	..	250 0	9	0	0	2,250·0
Lead	..	35,956 71	6	0	0	215,740·2
Steel	..	833 0	8	7	0	7,347·1
Tin slabs	..	6,440 46	27	0	0	173,891·2

Description of Goods.	In 1,276 British Vessels.		Average Rate.			Estimated Value.
	Pieces.	Pic. cat.	T.	M.	C.	Taels.
Tin plates	..	3,386 17	8	1	5	27,597·2
Yellow metal, &c. ..	..	179 0	22	0	0	3,938·0
Copper	..	1,030 2	25	0	0	25,750·5
Quicksilver	..	279 62	54	0	0	15,099·4
Spelter	..	904 94	5	0	0	4,524·7
Flints	..	2,400 0	0	7	0	1,580·0
Umbrellas	1,202	..	3	5	0	4,207·0
Window glasses .. pkgs.	2,983	..	9	0	0	26,847·0
Matches	2,895	..	1	5	0	4,337·5
Quinine	..	1 4	1,070	0	0	1,112·8
Belts, elastics	1,000	..	3	0	0	3,000·0
Clocks	1,528	..	3	5	0	5,358·0
Watches	503	..	10	2	0	5,130·6
Telescopes and opera glasses	543	..	4	0	0	2,172·0
Musical boxes	279	..	10	0	0	2,790·0
Stereoscopes	2,820	..	8	3	0	23,406·0
„ views and slides.	2,210	..	1	0	9	4,320·0
Anchors	8	..	148	8	0	1,190·4
Chain cables	..	106 90	100	0	0	1,069·0
Coals, foreign .. tons	10,880	..	8	9	0	96,832·0
„ patent fuel ..	840	..	9	0	0	7,560·0
Buttons (gilt) brass ..	500	..	1	8	0	900·0
Almonds	..	61 0	25	0	0	1,525·0
Alum, green	..	727 70	2	9	0	2,110·3
Aniseed, star	..	134 6	12	0	0	1,608·7
Bags, gunny	12,750	..	0	4	0	5,100·0
„ hemp	6,200	..	0	2	0	1,240·0
Bamboo shoots	..	349 65	4	2	0	1,468·5
Bean cakes	..	2,062 40	2	5	0	5,156·0
Betel nuts	..	937 69	3	0	0	2,813·0
Bicho de mer, white ..	..	359 26	18	0	0	6,466·6
„ „ black ..	..	956 39	14	0	0	13,389·4
Birds' nests, 1st quality ..	..	2 68	2,000	0	0	5,360·0
„ 2nd „ ..	..	1 9	1,200	0	0	1,308·0
Brass ware	..	41 40	38	0	0	1,573·2
„ old	..	178 25	22	0	0	3,921·5
Buttons, figured	..	81 54	65	0	0	5,300·1
Camphor, unclean ..	..	53 7	1,400	0	0	74,298·0
„ Japan	..	179 32	12	0	0	2,151·8
Cardemoms, 1st quality ..	..	30 13	80	0	0	2,410·4
„ husk ..	..	148 66	12	0	0	1,783·8
China root	..	747 89	5	0	0	3,739·4
„ ware, fine	..	2,100 26	16	0	0	33,604·1
„ „ coarse ..	..	6,058 7	9	0	0	54,522·6
Chow chow	..	140 20	10	0	0	1,402·0
Cloves	..	877 59	8	0	0	7,020·7
Copper, Japan	..	2,009 15	17	0	0	34,155·5
„ wire	..	213 43	35	0	0	7,470·0
„ cash .. strings	6,570	..	0	7	0	4,599·0
„ „ old ..	..	150 30	12	0	0	1,803·6
Cotton, raw	..	1,535 20	20	0	0	30,704·0
„ „ Japan ..	..	1,380 38	16	0	0	22,086·1
Curios .. .. packages	101	..	41	1	0	4,151·1
Dates, black	..	4,047 67	1	5	0	6,071·5
Dye-stuff	..	410 20	3	0	0	1,230·6
Elephants' teeth	..	55 94	120	0	0	6,712·8
Fans, palm-leaf	753,103	..	0	0	1½	12,049·0
Felt caps	12,859	..	0	8	0	10,287·2
Fire crackers	..	1,169 5	16	0	0	18,704·8
Fish, salt	..	5,851 59	3	0	0	17,555·7
„ cuttle	..	3,886 26	8	0	0	31,210·0
„ shell	..	1,001 50	20	0	0	22,030·0
Fungus or Agaric ..	..	875 27	12	0	0	10,503·2
Ginseng, 1st quality ..	..	6 31	2,200	0	0	13,882·0

Description of Goods.	In 1,276 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Ginseng, 2nd quality ..	..	67 54	1,400 0 0	94,556·0
„ Japan	..	46 96	225 0 0	10,566·0
Glass ware	..	250 34	12 0 0	3,004·0
Grass cloth, fine . ..	..	15 89	400 0 0	6,356·0
„ coarse ..	..	353 42	240 0 0	84,820·8
Gum olibanum	..	109 8	600 0 0	65,448·0
„ dragon's blood ..	..	10 4	13 0 0	1,305·2
Gypsum	..	8,043 0	0 5 0	4,021·5
Hams	..	214 85	22 0 0	4,726·7
Hemp	..	13,511 0	7 0 0	94,577·0
„ cloth, &c... ..	10,700	..	0 3 0	3,210·0
Horns, rhinoceros' ..	..	20 55	1,100 0 0	22,615·0
„ deer's young, pairs .	48	..	35 0 0	1,680·0
„ „ old . ..	..	100 7	22 0 0	2,201·5
Indigo, dried	..	247 92	26 0 0	6,445·9
„ liquid	..	2,226 67	12 0 0	26,720·0
Ink, Indian	..	14 50	120 0 0	1,740·0
Iron wire	..	75 0	28 0 0	2,100·0
Ivory	..	24 0	300 0 0	7,200·0
Isinglass	..	705 19	8 0 0	5,641·5
Joss paper	..	56 70	24 0 0	1,360·8
Kingfishers' feathers ..	600	..	9 0 0	5,400·0
Lacquer	..	214 93	16 0 0	3,438·8
Lacquered ware . ..	..	65 98	24 0 0	1,583·5
Lead, white or ceruse ..	..	1,253 39	7 0 0	8,773·7
„ tea	..	493 90	9 0 0	4,045·1
Lichees, dried	..	1,076 61	6 5 0	6,997·9
Lily seeds	..	347 41	15 0 0	5,211·1
„ flowers	..	261 63	6 0 0	1,569·7
Liquorice	..	186 64	7 5 0	1,399·8
Lung-ngans, dried	..	1,851 83	6 5 0	12,035·8
„ pulp	..	829 90	8 0 0	6,639·2
Lucraban seeds	..	250 0	5 0 0	1,250·0
Mangrove bark	..	1,925 20	2 5 0	4,813·0
Mats, tea and silk ..	146,000	..	0 1 0	14,600·0
Medicine	..	12,845 95	10 0 0	128,459·0
Melon seeds	..	420 0	3 5 0	1,470·0
Mirrors, with frames ..	855	..	3 0 0	2,565·0
Mushrooms	..	408 38	25 0 0	10,208·5
Nankeens	..	338 44	30 0 0	10,153·2
Nutgalls	..	1,587 56	7 0 0	11,112·9
Oil, vegetable	..	7,568 77	7 5 0	55,765·7
Opium, native	..	23 95	370 0 0	8,982·6
Oysters, dried	..	110 18	10 0 0	1,101·8
Paints, red	..	516 70	9 0 0	4,660·3
Paper, 1st quality ..	..	1,867 68	16 0 0	29,882·8
„ 2nd „	..	5,893 8	4 0 0	23,572·3
Peel, orange	..	414 88	8 0 0	3,319·0
Pepper, black	..	9,812 41	6 5 0	64,780·6
„ red	..	87 60	15 0 0	1,314·0
Prawns, dried	..	160 5	8 0 0	1,280·4
Preserves	..	117 83	12 0 0	1,413·9
Rattans . ..	..	1,955 86	2 5 0	4,889·6
Rhubarb	..	4,213 13	49 0 0	206,443·3
Rice	..	65,026 42	2 7 0	175,571·3
Safflower	..	911 66	64 0 0	58,346·2
Saffron . ..	..	34 58	900 0 0	31,392·0
Saltpetre	..	252 0	7 0 0	1,764·0
Seaweed	..	50,540 77	3 0 0	151,622·3
Sharks' fins, white ..	..	103 52	40 0 0	4,140·8
„ „ black ..	..	78 50	18 0 0	1,413·0
„ skins	40,455	..	0 4 0	16,182·0
Silk, Chee-foo, &c. ..	..	26 68	14 0 0	4,802·4
„ Japan	..	5,366 45	50 0 0	268,322·5

Description of Goods.	In 1,276 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Silk, Yang-tze	..	433 81	650 0 0	281,976·5
„ Ning-po	..	75 52	176 0 0	13,333·8
„ waste	..	62 13	180 0 0	11,183·4
Piece goods, fine . ..	..	36 38	380 0 0	13,824·4
Skins, beaver	5,300	..	1 1 0	6,890·0
„ rabbit	10,800	..	0 9 0	9,720·0
„ sheep	19,211	..	0 2 0	3,842·2
„ seal	2,226	..	2 5 0	5,565·0
„ wolf	2,000	..	2 0 0	4,000·0
Spelter	..	1,066 60	5 0 0	5,333·0
Sugar, brown	..	34,935 78	4 1 0	17,467·8
„ white	..	12,986 16	7 7 0	99,993·4
Tea, brick	..	8,897 78	8 0 0	71,182·2
„ Yang-tze ports ..	..	390,020 86	35 0 0	13,650,730·1
„ Japan	..	22,472 21	17 5 0	390,522·6
„ Ning-po	..	21,920 61	30 0 0	657,618·3
„ Foo-chow	..	775 6	28 0 0	21,701·6
Timber, beams	3,893	..	3 0 0	11,679·0
„ planks .. sq. feet	131,495	..	0 3 0	39,448·5
„ „ hard ..	18,860	..	4 0 0	7,324·0
Tin, Straits	..	6,188 63	27 0 0	165,093·0
„ plates	..	487 44	30 0 0	14,623·2
„ foil	..	163 87	32 0 0	5,243·8
Tobacco, prepared ..	..	4,501 17	22 0 0	99,025·7
„ leaf	..	3,069 94	7 2 0	42,972·2
Tortoise-shell, common ..	..	67 74	80 0 0	5,419·2
Vermilion	..	162 66	28 0 0	4,654·4
Wax, vegetable	..	1,258 74	11 0 0	13,846·1
„ white	..	835 89	37 0 0	30,927·9
Wood, ebony	..	833 38	3 5 0	2,916·8
„ sandal	..	1,819 85	4 5 0	8,189·3
„ sapan	..	1,960 0	2 5 0	4,900·0
Wood	..	808 36	7 0 0	5,658·5
Sundries, &c.	..	..	..	59,901·0
Total	..	..	..	23,384,732·3

Exchange at 6*s.* 4¼*d.* per tael, equal to 7,429,524*l.* 6*s.* 5¾*d.*

(Signed) HARRY S. PARKES, *Consul.*

(7.)—RETURN of the British Export Trade at the Port of Shanghae, during the Year ending December 31, 1863.

Description of Goods.	In 869 British Vessels. Aggregate Tonnage, 308,126.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Bags, gunny	57,810	..	0 4 0	23,124·0
„ hemp	31,100	..	0 0 5	1,555·0
Barley, pearl	..	365 85	9 0 0	3,292·6
Bean-cake	..	33,570 30	2 5 0	83,925·7
Blankets, native . pairs	1,380	..	2 5 0	3,450·0
Bones, cow and buffalo ..	..	740 60	2 5 0	1,851·5
Brass, old	..	3,020 91	22 0 0	66,460·0
„ ware	..	728 36	38 0 0	27,677·6
„ wire	..	47 32	35 0 0	1,656·2
Carpets, native	5,788	..	2 0 0	11,576·0
Caps, felt	12,213	..	0 6 0	7,327·8
China-root	..	289 44	5 0 0	1,447·2
Collars, velvet	10,452	..	0 1 5	1,567·8

Description of Goods.	In 869 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Copper cash .. strings	783,147	..	0 6 0	469,883·3
„ sheathing, old nails	..	1,613 85	12 0 0	19,366·2
„ ware	..	115 96	40 0 0	4,638·4
Cotton rags	..	825 56	5 0 0	4,127·8
„ raw	..	413,389 41	20 0 0	8,267,788·2
„ seed	..	2,876 0	6 0 0	17,256·0
Crape, native	..	35 47½	800 0 0	28,380·0
Curios	140	..	47 7 0	5,678·0
Dates, black	..	1,461 85	1 2 0	1,754·2
„ red	..	1,694 94	1 5 0	2,542·4
Fish, cuttle	..	267 5	8 0 0	2,136·4
„ salt	..	1,390 18	3 0 0	4,170·5
„ shell	..	381 72	20 0 0	7,634·4
Fire-crackers	..	87 62	16 0 0	1,401·9
Fungus	..	118 6	12 0 0	1,461·7
Gauze	..	13 73	220 0 0	3,010·6
Ginseng, corean, 1st quality	..	0 44	2,500 0 0	1,100·0
Gold thread, imitation ..	..	7 10½	290 0 0	2,060·4
Grass cloth, coarse ..	..	99 59	240 0 0	23,901·6
Gum olibanum	..	60 64	60 0 0	3,638·4
Hams	..	310 53	22 0 0	6,831·6
Hones, razor	..	35 0	50 0 0	1,750·0
Iron ware	..	67 89	35 0 0	2,376·1
Isinglass	..	157 17	8 0 0	1,257·3
Lard	..	242 26	7 0 0	1,695·8
Tea lead	..	2,005 11	9 0 0	18,045·9
Lily flowers, dried ..	..	364 50	6 0 0	2,187·0
Liquorice	..	881 53	7 5 0	6,611·4
Maize or Indian corn ..	..	13,379 0	1 8 0	24,082·2
Matting .. rolls	5,000	..	3 0 0	15,000·0
Metal, native	..	1,879 48	4 0 0	7,516·9
Millet	..	5,570 0	1 5 0	8,355·0
Nankeens	..	22,316 13	30 0 0	669,483·9
Nutmegs	..	34 16	90 0 0	3,074·4
Oil, vegetable and wood ..	..	1,154 51	7 4 0	8,543·3
„ peppermint	..	0 95	1,400 0 0	1,330·0
Opium, native	..	3 12	370 0 0	1,170·0
Paper, 1st quality ..	..	410 64	16 0 0	6,570·2
„ 2nd ditto . ..	..	365 80	4 0 0	1,463·2
Peas	..	4,110 52	2 0 0	8,221·0
Pork, salted	..	520 0	5 0 0	2,600·0
Prawns, dried	..	193 94	8 0 0	1,551·5
Rice	..	57,977 96	2 7 0	156,540·4
Safflower	..	156 56	64 0 0	10,022·8
Satin	..	29 2	600 0 0	17,412·0
Sea-weed	..	832 71	3 0 0	2,498·1
Senna	..	162 13	7 0 0	1,134·9
Silk, coarse	..	16 19	180 0 0	2,914·2
„ cocoons	..	226 60	80 0 0	18,128·0
„ piece goods . ..	..	1,136 71	380 0 0	431,949·8
„ raw	..	19,804 11	350 0 0	6,931,438·5
„ wild	..	10 11	120 0 0	1,213·2
„ refuse	..	1,564 11	120 0 0	187,693·2
„ tassels	..	7 24	240 0 0	1,737·6
„ thread	..	18 66	320 0 0	5,971·2
„ thrown	..	204 39	320 0 0	65,504·8
„ wadding	..	10 69	120 0 0	1,282·8
„ and cotton mixed ..	..	11 70½	90 0 0	1,053·4
Skins, wolf	8,000	..	2 0 0	16,000·0
Sticklac	..	258 23	6 0 0	1,549·3
Sugar, brown	..	515 84	4 5 0	2,321·1
Tea, black	..	326,971 53	24 0 0	7,847,316·7
„ green	..	114,787 87	30 0 0	3,443,636·1
„ brick	..	20,799 52	8 0 0	166,396·1

Description of Goods.	In 869 British Vessels.		Average Rate.	Estimated Value.
	Pieces.	Pic. cat.	Taels.	Taels.
Tin	..	553 90	27 0 0	13,809·3
„ foil	..	50 0	32 0 0	1,600·0
„ ashes	..	183 80	14 0 0	2,573·2
Vermicelli	..	1,110 50	2 5 0	2,776·2
Wax, white	..	144 65	37 0 0	5,352·0
Wheat	..	15,773 0	3 0 0	47,219·0
Wool	..	1,748 6	7 0 0	12,236·4
Sundries	..	..	..	121,266·0
Total	..	..	..	29,427,109·8

Exchange at 6*s.* 4¼*d.* per tael, equal to 9,349,238*l.* 0*s.* 2¼*d.*

(Signed) HARRY S. PARKES, *Consul.*

(8.)—Abstract of the Import, Re-Export, and Export British Trade at the Port of Shanghae for the year ended the 31st December, 1863.

1.—Imports.

	Taels.	M.	Taels	M.
1. Home Trade—				
Cotton manufactures	3,988,192	0		
Woollen „	3,192,533	1		
Miscellaneous „	657,467	5		
Metals	1,245,057	0		
Coal	118,660	5		
Miscellaneous	821,150	0		
			10,723,060	1
2. British Settlements—				
Straits produce	1,260,915	4		
Rice	3,043,576	6		
			4,304,492	0
3. Chinese Coast Trade—				
Miscellaneous produce and manufactures	..		14,659,611	1
4. Japan—				
Silk	2,263,055	3		
Tea	366,044	8		
Timber	1,284,027	6		
Miscellaneous	730,388	1		
			4,643,516	8
Total	..		34,330,680	0
5. Opium	20,251,406	0		
Treasure	11,556,600	0		
			31,808,006	0
Total	..		66,138,686	0

Exchange at 6*s.* 4¼*d.* per tael equal to £21,012,811 13*s.* 11½*d.*

2. Re-exports.

	Taels	M.	Taels	M.
1. Home Trade—				
Cotton Manufactures	2,912,522	6		
Woollen „	1,661,341	9		
Miscellaneous „	31,788	6		
Metals	567,607	7		
Coal	104,392	0		
Miscellaneous	100,215	1		
			5,377,867	9
2. British Settlements—				
Straits Produce	468,370	1		
Rice	175,571	3		
			643,941	4

	Taels	M.	Taels	M.
3. Chinese Coast Trade—				
Miscellaneous produce and manufactures	..		16,576,667	0
4. Japan—				
Silk	268,322	5		
Tea	390,522	6		
Timber	58,451	5		
Miscellaneous	68,959	4		
			786,256	3
Total			23,384,732	3

Exchange at 6*s.* 4¼*d.* per tael equal to £7,429,524 6*s.* 5¾*d.*

3. Exports.

	Quantity.	Value.		Quantity in 1862.
1. Home Trade—	lbs.	Taels.		lbs.
Tea	61,520,326	11,291,052 8		48,246,475
Silk	2,877,152	7,142,387 3		9,861,671
Silk manufactures ..	..	506,499 4		
Cotton, raw ..	54,988,106	8,267,788 2		
Sundries	..	47,151 3		
			27,254,879 0	18,148,382
2. Local Trade—				
Sundries	..	..	2,172,230 8	
Total		..	29,427,109 8	

Exchange at 6*s.* 4¼*d.* per tael equal to £9,349,238 0*s.* 2¼*d.*

(Signed) HARRY S. PARKES, *Consul.*

No. 10.

Acting Consul Hughes to Mr. Hammond.—(Received April 4.)

Sir, *Kew-keang, January* 31, 1865.

I have the honour to forward herewith a copy of my Report on the trade of Kew-keang for 1864.

I have, &c.

(Signed) T. J. HUGHES.

Inclosure in No. 10.

Report by Acting Consul Hughes on the Trade of Kew-keang during the year 1864.

Shipping and Navigation.

The low rate of freight at the commencement of the year must have seriously affected the interests of the owners of river steamers. In July an arrangement was come to that the rate should not be less than 3 taels per ton. Later in the year the agents and owners of river steamers at Shanghae entered into an agreement, by which a Tariff was decided upon to continue in force for twelve months. By this Tariff, of which the following is an extract, an increased rate of freight is chargeable during the period when the river is low :—

	Shanghae or Chinkeang to Kewkeang or Hankow.		Hankow or Kewkeang to Chinkeang or Shanghae.	
	Apr. 1 to Nov. 1.	Nov. 1 to Apr. 1.	Apr. 1 to Nov. 1.	Nov. 1 to Apr. 1.
Measurement Cargo.. ..	5 taels per ton.	6 taels per ton.	3 taels per ton.	4 taels per ton
Opium	5 „ per chest	5 „ per chest	5 „ per chest	5 „ per chest
Silk piece goods.	1 per cent. on value.	1 per cent. on value.	1 per cent. on value.	1 per cent. on value.
Treasure . ..	½ per cent. on value.	½ per cent. on value.	½ per cent. on value.	½ per cent. on value.

Passengers.

	Chinese.	European.
Shanghae to Kewkeang or *vice versâ* ..	6 taels ..	60 taels.
Return	.. ..	100 „
Hankow to Kewkeang or *vice versâ* ..	4 taels ..	10 „

This Tariff, if adhered to, will no doubt prove remunerative. Under the system of unlimited competition and low freights, none but the largest vessels could possibly pay their working expenses.

The superiority of vessels built after the model of American river steamers for the navigation of the Yang-tsze may be considered an established fact. The passage against the current from Shanghae to Kewkeang is now sometimes made in less than forty-eight hours. When the river was first opened to trade, steamers took a week to make this passage; but the majority of those employed at that time were not specially adapted for river navigation, neither did they run during the night, as is now the custom, at least from April to November. During the year several unsuitable vessels were taken off the line. Four large American-built river steamers commenced running, and one British-built steamer. Of these one American steamer was subsequently withdrawn.

In February, the steamer "Fire Cracker," one of the finest vessels on the river, struck upon the well-known Lee Rock, nearly midway between Kewkeang and Hankow, and became a total wreck.

The "J. T. Wright," another river steamer, was wrecked in a typhoon in July, when passing that part of the river known as the Lang Shan Crossing.

The "Chekiang," a steamer of 2,000 tons carrying capacity, was burned at Hankow in August.

These disasters, coupled with the fact of the withdrawal of unsuitable steamers before noticed, account for the falling off in the gross tonnage of vessels which visited this port in 1864, as compared with 1863.

The following is a Return of the shipping which arrived at and cleared from Kewkeang during the years 1863 and 1864 :—

	Entered.				Cleared.			
	1863.		1864.		1863.		1864.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
River Steamers	507	349,933	439	325,376	512	350,724	439	325,376
Other foreign vessels	69	8,806	22	7,661	68	8,790	24	7,722
Junks under foreign flags ...	7	200	12	430	8	216	12	430
Total for 1864	...	...	...	...	...	...	...	333,528

In 1864, no foreign vessels other than English and American arrived at Kewkeang, nor were there any in 1863 excepting two small vessels under the French flag; and vessels under the American flag were in both years about twice as numerous as British vessels. In the end of 1864, the number of steamers plying regularly on the river was ten. In the

ownership of nearly all of these, British subjects are largely interested, although but four are under the British flag, and of these only two were built in England. Of the ten vessels, five or six are capable of carrying 2,000 tons of cargo.

Towards the end of the year the great fall of the river rendered navigation difficult, but the difficulties were chiefly found this season below Kewkeang, rather than above it, as had previously been the case. For instance, the channel to the south of Oliphant Island, close to this city, which had been always used since the opening of the river to trade, proved all but impassable. The Northern Channel was then tried, and was found practicable. In fact, almost its only danger is at its commencement, near Kewkeang, where it is so narrow that at first several vessels, in attempting the passage, grounded, in consequence of failing to discover the entrance. It was by the Northern Channel that Her Majesty's ships "Furious" and "Cruizer," which accompanied the Elgin expedition, made their escape, after they had been reluctantly left behind by the Embassy on the 24th of December, 1858, in despair of their being able to make any further progress on their way to Shanghae till the rise of the river in the spring. The "Furious," however, drew fifteen feet of water, whereas some of our largest river steamers draw only from eight to ten feet.

Between this port and Hankow, also, the navigation has been found troublesome, although not so much so as in previous years.

Trade and Commerce.

Exports.—A considerable falling off appears in the export of green tea, as compared with the amount exported in 1863. Several causes have contributed to this result: the high prices demanded by the tea-men, or native dealers, who had to make their contracts with the growers at enhanced rates, owing to the state of the market at the time in Kewkeang; the unfavourable news from the home market; and the comparatively quiet state of the country, after the suppression of the rebellion in the Provinces of Gan-hwuy and Keang-soo, which re-opened communications between the green-tea districts and Shanghae. In consequence of the unwillingness of foreigners to pay the high prices asked, a large quantity of this season's green teas is still on the market. Of 160,165 packages offered for sale, only 34,787 packages were disposed of up to the 31st of December, leaving still in the hands of the Chinese dealers 125,378 packages, or say, 7,108,168 lbs.

In one of the mercantile circulars it is stated that a price which, quality considered, is fully equal to 2*d.* per lb. more than the prices ruling at the opening of the market of the last season, in October 1863, has been paid by foreigners for the teas purchased this season. Yet the tea-men are unwilling to lower their prices, although paying interest at the rate of 2 per cent. and in many cases 3 per cent. per mensem for money advanced on the security of the tea lodged in foreign warehouses.

The export of black tea is larger than that of 1863, which again showed an increase on 1862. This fact may be taken to confirm the opinion expressed in last year's Report, that the Ning-chow black teas will always come to Kewkeang, although a portion of the green teas, which come from Hwuy-chow, in the Province of Gan-hwuy, may find an outlet at other ports. The following Table shows the quantities and values of tea exported in 1863 and 1864. For the sake of comparison, the scale adopted in the Customs Returns for 1863 has been followed in estimating the value of the export for 1864, although, from the inferior quality of some of the green teas of the present season, this valuation may be somewhat too high. The export of tea-leaf, *i. e.*, unprepared tea, will be found under the head of Miscellaneous Exports:—

Description.	To Shanghae for Re-export.				To England direct.		
	1863.		1864.		1863.	1864.	
	Lbs.	Value in Taels.	Lbs.	Value in Taels.	Lbs.	Lbs.	Value in Taels.
Green	15,724,114	4,245,510·9	7,404,269	1,999,152	None.	205,386	55,440
Black	9,808,608	2,133,349·4	10,177,375	2,222,570	None.	117,179	25,462

Difference between Export of 1863 and 1864.

Description.	Decrease in 1864.	Increase in 1864.
	Lbs.	Lbs.
Green	8,114,509	...
Black	...	475,946

The first direct shipment of tea to England from Kewkeang occurred in the past year, the British vessels "Challenger" and "Far East," both bound for London, having taken in part of their cargo at this port.

Of the other articles of export, the most important are chinaware, paper, and hemp. These are chiefly sent to Shanghae, and thence to other ports, by natives, and for native use. The following Table shows the quantities and estimated value of various articles shipped for Shanghae on board foreign vessels, chiefly the British and American River steamers :—

TABLE of Miscellaneous Exports.

(Extracted chiefly from the Custom-house Returns.)

	1863.		1864.	
		Value.		Value.
	Pic. cat.	Taels.	Pic. cat.	Taels.
Chinaware, coarse ..	23,355 70	46,711·4	51,635 29	103,270·5
„ fine ..	5,745 19	51,706·7	14,543 39	130,889·5
Paper	121,824 24	399,118·3	71,305 70	257,044·0
Hemp	4,481 94	40,337·4	16,459 32	153,162·3
Grass cloth, coarse ..	1,297 93	18,171·0	2,322 5	32,507·6
„ fine ..	12 75	229·5	127 27	2,290·7
Vegetable tallow ..	3,523 21	29,066·4	1,381 80	12,988·8
Tobacco	1,713 10	30,835·8	1,698 93	66,852·8
„ leaf and stalk ..	15,687 2	38,433·2	12,257 76	44,127·9
„ dust	603 15	223·1	524 88	194·2
Tea, leaf	6,639 26	82,990·7	2,644 11	22,476·9
Sundries, inclusive of tea	..	6,572,367·0	..	4,459,732·8
Total value ..	..	7,310,190·5	..	5,285,538·0

This Table indicates a considerable increase in the export of chinaware and hemp. As the country becomes more peaceable, and as the means of transport improve, the trade in these various native products will probably become an object of interest to foreigners, not only, as at present is chiefly the case, to the agents or owners of steamers, but to the mercantile community in general.

Imports.—Opium continues the leading article of the import trade. As might be expected, the trade in cotton goods has not improved. The chief progress is shown in the increased import of coast and Japanese produce, such as sugar, seaweed, &c. Seaweed is a favourite article of food, and is sold by retail here at the rate of 8 cash per tael, say $\frac{1}{2}d.$ per ounce.

TABLE of Imports for the years 1863 and 1864.
(Extracted from the Custom-house Returns.)

	1863.		1864.	
		Value.		Value.
	Pic. cat.	Taels.	Pic. cat.	Taels.
Seaweed	20,779 25	103,896·2	26,377 7	100,232·7
Sugar, brown	17,833 72	88,276·9	24,673 90	111,032·5
„ white	8,460 76	71,070·3	20,099 75	130,648·3
Copper cash	40,585 27	527,608·5	41,660 3	510,335·2
Opium, Malwa ..	2,027 0	1,074,310·0	2,194 0	1,107,980·1
„ Patna.. ..	7 20	3,312·0	7 0	3,360·0
Salt fish	8,474 22	81,352·5	5,853 49	117,069·8
	Pieces.		Pieces.	
Shirtings, figured, dyed..	500	2,200·0	900	3,780·0
„ „ white.	150	480·0	450	1,620·0
„ plain, dyed ..	275	1,155·0	209	877·8
„ grey ..	81,936	344,131·2	34,091	139,773·1
„ white ..	10,867	46,728·1	5,947	24,382·7
Turkey red cloths ..	1,050	3,727·5	50	155·0
Spanish stripes ..	3,067	49,072·0	7,107	113,712·0
Flannels	10	259·0	2	17·0
Sundries	..	787,787·0	..	1,586,650·8
Total value ..	..	3,185,366·2	..	3,951,627·0

The following Table shows the amount of duties collected at the foreign Custom-house, Kewkeang, during the years 1863 and 1864 :—

1863.

	British.	American.	French.	Total.
	Haiquan Taels	Haiquan Taels	Haiquan Taels	Haiquan Taels
Import	160·233	Nil	Nil	160·233
Export	216,845·235	362,604·269	Nil	579,449·504
Coast Trade ..	105,622·295	180,724·823	56. 76	286,403·878
Tonnage	473·300	2,379·600	Nil	2,852· 9
				868,866·515

Or, at 7*s.* per tael, 304,103*l.* 3*s.*

1864.

	British.	American.	French.	Total.
	Haiquan Taels	Haiquan Taels	Haiquan Taels	Haiquan Taels
Import	153·	Nil	Nil	153·
Export	109,070·729	314,781·628	Nil	423.852·357
Coast Trade ..	51,068·466	152,170·838	Nil	203,239·304
Tonnage	638·800	1,106·200	Nil	1,745·
				628.989·661

Or, at 7*s.* per tael, 220,146*l.* 7*s.* 7*d.*

The weights mentioned in this report are those generally used in China. 16 taels = 1 catty = $1\frac{1}{3}$ lbs.; 100 catties = 1 picul.

With regard to monies, the only coin which is at the present time current in Kewkeang is the copper cash, from 1,200 to 1,300 of which are equal to a tael weight of silver, but the rates are constantly varying.

The rates of exchange depend, of course, upon those prevailing at Shanghae, bills upon which place are generally negotiable at the rate of 95 Kewkeang taels per 100 Shanghae taels. There is no bank or other establishment which draws upon London direct.

During the past year the British Settlement has been lighted with oil lamps, and has been otherwise improved. The native town is rapidly recovering from the desolate appearance it formerly presented, and will soon have lost all traces of the ravages which it suffered during its occupation by the rebels.

(Signed) T. J. HUGHES, *Acting Consul.*

British Consulate, Kew-keang, January 27, 1865.

No. 11.

Mr. Wade to Earl Russell.—(*Received April* 12.)

My Lord, *Peking, December* 26, 1864.

I HAVE the honour to inclose herewith copy of a despatch, addressed to Her Majesty's Consul at Canton by Mr. Lança, Consular Agent at Macao, giving cover to returns of the trade and shipping at that Port for the years ending the 31st December, 1862. 1863, which I have the honour to transmit to your Lordship in original.

I have, &c.

(Signed) THOMAS FRANCIS WADE.

Inclosure 1 in No. 11.

Mr. Lança to Consul Robertson.

Sir, *Macao, August* 29, 1864.

PRESUMING that a general report of shipping and trade done at this port may be found of interest, I have the honour to forward herewith for the information of Her Majesty's Government and His Excellency the Minister at Pekin, a return made since my term of office for the year ending the 31st December, 1862, and that ending 31st December, 1863.

This being a free port I have no dates by which an exact account of import and export cargoes could be obtained. Moreover it will be found that in the year 1862 seven vessels, with the aggregate tonnage of 3,371 tons, were dispatched for London; viz., four loaded with teas, and three with general cargoes, the latter consisting chiefly of cassia lignea; for New York six vessels were despatched, taking both teas and general cargoes together, as they generally do for the United States of America. In East Indies and coasting trade 123 vessels, with the aggregate tonnage of 43,778 tons, were dispatched with general cargoes of china, sundry goods, mostly of native trade, and 52 left in ballast after discharging their inward cargoes principally of rice. In the coolie trade six vessels were employed, one measuring 832 tons took 416 coolies for Havana, and five measuring 2,505 tons took 1,536 for Callao—this latter trade has been carried on under strict regulations and surveillance of the local Government. Of the above it will be observed that the number of British vessels were 43 adding 19,810 tons register, the remaining being foreign vessels, and no one under British flag has been employed in the coolie trade.

The same remarks as above stated for the year 1862 will apply for that ending 31st December, 1863, in which it will be observed that the number of British vessels were only 22, and the total 178; this decrease is accounted for chiefly by the increased number of steamers plying between Hong Kong and coast ports, mostly loaded with cargoes from this, which are taken over by Chinese boats or river steamers running between this and Hong Kong. The only trade of the port, in which will be found a considerable increase as compared with the previous year, is the conveyance of coolies to Havana and Callao, showing a total number of 23 vessels carrying 7,263 coolies, which, as above stated, is conducted under strict Government regulations.

I have, &c.

(Signed) E. L. LANCA.

Inclosure 2 in No. 11.

RETURN of Shipping and General Trade at the Port of Macao, during the Year 1862.

[From the British Consular Agency.]

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither Bound.	Cargo.	General Remarks.
Jan. 1	Pylades	Dutch, barque	424	Hong Kong	General	Samarang	General.	
2	Lancaster	British, ditto	655	,,	,,	Singapore	,,	
6	Hasty	,, brig	171	,,	Ballast	London	Tea.	
13	Maria Rosario	Spanish, ditto	254	,,	General	Hong Kong	Ballast.	
14	Emma	American, ship	450	,,	Ballast	Batavia	,,	
23	Palma	Hamburgh, barque	240	Macassar	General	Hong Kong	,,	
25	Hermann	,, ,,	248	Batavia	Rattans	,,	General.	
27	Norma	,, ,,	355	Whampoa	General	London	,,	
30	Istanboul	British, ship	1,007	Hong Kong	Rice	Whampoa	Ballast.	
30	Raven	American, ditto	712	,,	,,	Hong Kong	,,	
31	Soledad	Spanish, barque	229	,,	Cocoa-nuts	Manila	General.	
Feb. 3	Denia	,, schooner	230	,,	Rice	,,	,,	
5	Ophelia	Hamburgh, barque	350	Bangkok	,,	Hong Kong	Ballast.	
5	Maria Wilhelmina	,, brig	270	,,	,,	,,	,,	
6	Cornelia L. Bevan	American, barque	260	Hong Kong	,,	,,	,,	Transferred to the Portuguese flag, under the name of "Flora."
10	Alice	British, ditto	348	,,	General	Bombay	General.	
14	Contest	American, ship	1,098	,,	Ballast	Hong Kong	,,	
19	Odeir	Norwegian, brig	265	Macassar	General	Siam	Ballast.	
20	Sardinian	British, ship	1,208	Hong Kong	Rice	Singapore	General.	
20	Hercules	Danish, brig	223	Saigon	,,	Saigon	,,	
22	Kate Hastinag	American, barque	448	Hong Kong	Ballast	Hong Kong	Ballast.	
23	Soo-Loo	,, ,,	629	,,	Coals	,,	,,	
Mar. 3	Greta	Hamburgh, brig	176	,,	Ballast	Bangkok	,,	
8	Colombine	Dutch, barque	570	Bangkok	Rice	Batavia	General.	
10	Vesta	Hamburgh, brig	216	,,	,,	Ningpo	Rice.	
10	Harvest Home	British, ship	547	Hong Kong	Ballast	,,	,,	
10	Gravina	Spanish, brig	246	,,	,,	Manila	General.	
11	Emma	New Granada, ditto	189	,,	,,	Ningpo	Rice.	

	13	Soo-Loo	American, barque ..	629	Hong Kong ..	Ballast	Ningpo	Rice.		
	13	Tien-tsin	British, brig	190	,, ..	,, ...	,, ...	,,		
	13	Istanboul	,, ship . ..	1,007	Whampoa ..	General . ..	Bombay . ..	General.		
	16	Aquitaine	French, ditto ..	461	Hong Kong ..	Ballast	Saigon	,,		
	16	Spec	American, brig ..	302	Whampoa ..	,, ...	,, ...	,,		
	16	Sea Serpent	,, ship ..	1,337	,, ..	General . ..	New York ..	,,		
	21	Louisa	British, brig	272	,, ..	,, . ..	Bombay . ..	,,		
	22	Denia	Spanish, schooner ..	230	Sual	Rice	Ylocos	,,		
	29	Empresa	Peruvian, ship ..	479	Callao ..	Ballast	Callao	.. ..	With 299 Coolies.	
	30	Confucius	Bremen, barque ..	362	Penang	General . ..	Whampoa ..	Ballast.		
Apr.	1	Levanter	American, ship ..	849	Whampoa ..	,, . ..	New York ..	General.		
	3	Herbest	,, ,, ..	586	Bangkok . ..	Rice	Hong Kong ..	Ballast.		
	4	N. Antoinette ..	French, barque ..	440	Hong Kong ..	General . ..	Bombay . ..	General.		
	10	Camilla	Portuguese, brig ..	203	,, ..	Ballast	Ningpo	Rice.		
	17	Magnus	Swedish, ditto ..	182	Bangkok . ..	Rice	Hong Kong ..	Ballast.		
	17	Nuevo Constante ..	Spanish, ditto ..	203	Sual	,, ...	Sual	,,		
	21	T. H. Talbot . ..	American, ship ..	593	Hong Kong ..	Ballast	New York ..	General.		
	22	Cornelia Hendrick ..	Dutch, brig	287	,, ..	,, ...	Saigon	,,		
	26	Hercules	Danish, ditto . ..	223	Saigon	General	,, ...	,,		
	27	Alma	,, ,, . ..	177	Hong Kong ..	,, ...	Falmouth ..	,,		
	27	Norzogaray	Spanish ,, . ..	207	,, ..	,, ...	Manilla	,,		
	27	Bosphorus	Dutch, barque ..	311	Kong-poot ..	,, ...	Ningpo, viâ Hong Kong	Rice.		
	30	Denia	Spanish, schooner ..	230	Ylocos	Rice	Manilla	General.		
May	3	Fortuna	American, ship ..	659	Hong Kong ..	Ballast	Ningpo	Rice.		
	5	Mephista	Danish, brig	180	,, ..	,, ...	,, ...	,,		
	5	Ignacio	Spanish, brig . ..	177	Manilla	General . ..	Manilla	General.		
	9	Spec	American, ditto ..	302	Saigon	Rice	Hong Kong ..	Ballast.		
	12	Telegraph	Siam, barque . ..	302	Bangkok . ..	,, ...	Bangkok . ..	,,		
	13	Palmetto	American, ditto ..	341	Hong Kong ..	Teak timber ..	Hong Kong ..	,,		
	13	Vesta	Hamburgh, brig ..	216	East Coast ..	China cargo ..	Ningpo	Rice.		
	14	Emma	New Granada, ditto .	189	Hong Kong ..	Ballast	,, ...	,,		
	14	Meteor	American, steamer ..	164	Singapore ..	,, ...	Hong Kong ..	Ballast.		
	16	Odin	Norwegian, brig ..	245	Bangkok . ..	Rice	,, ..	,,		
	18	Afrique	French, barque ..	423	Saigon	Rice	,, ..	,,		
	21	Macao	Hamburgh, ditto ..	244	Hong Kong ..	Coal	Ningpo	Rice.		

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither Bound.	Cargo.	General Remarks.
May 21	Hainan	Hamburgh, schooner.	220	Hong Kong ..	Ballast	Ningpo	Rice.	
21	Reconnaissance ..	French, barque ..	218	Saigon	Rice	Hong Kong ..	,,	
21	William Mitchell ..	British, ship	610	,, ...	General	Whampoa ..	Ballast.	
21	Europa	Hanoverian, schooner	130	Hong Kong ..	Ballast	Ningpo	Rice.	
24	Acquitaine	French, ship	461	Saigon	Rice	Manilla	Ballast.	
25	Greta	Hamburgh, brig ..	176	Bangkok . ..	,, ...	Saigon	China cargo.	
25	Crouch Brothers ..	British, barque ..	335	Penang and Singapore ..	.. .. ..	Hong Kong ..	Ballast.	
26	Kingman	Hamburgh, ditto ..	202	Macassar ..	Rattans	,, ..	,,	
28	Rauma	Norwegian, brig ..	198	Whampoa ..	Ballast	Ningpo	Rice.	
31	Bencleuch	British, barque ..	377	Saigon	.. .. ..	Hong Kong ..	Ballast.	
June 3	Nuevo Constante ..	Spanish, brig . ..	203	Pangasinan ..	Rice	Sual	,,	
9	Carl Ritter	Hamburgh, ditto ..	230	Hong Kong ..	Ballast	Ningpo	Rice.	
11	Scandia	Swedish, barque ..	319	,, ..	,, ..	,, ...	,,	
14	Neptuno	Spanish, brig . ..	281	Sual	Rice	Manilla, viâ Hong Kong	General.	
17	Loe	British, barque ..	295	Kampoot ..	General	Amoy	,,	
17	Dolphin	,, ,, ..	396	Hong Kong ..	Ballast	Ningpo & Shanghae	Rice.	
17	Anne Catherine ..	French ,, ..	476	Saigon	Rice	Manillla . ..	General.	
23	Malowin	,, ship	491	,, ...	,, ...	Saigon	,,	
23	Eureka	,, barque ..	369	,, ...	,, ...	Hong Kong ..	Ballast.	
23	M. Horrest	British, ditto . ..	446	Penang	General . ..	Hong Kong and Amoy . ..	General.	
27	Tiem-poo-soy . ..	Danish, ditto . ..	414	Batavia	,, . ..	Hong Kong ..	Ballast.	
28	Luchow	Hamburgh, brig ..	188	Hong Kong ..	Coal	Shanghae ..	Rice.	
28	Homer	British, barque ..	595	Penang	General . ..	Amoy	General.	
July 1	Ningpo	Dutch, ditto	583	Banjarmassing ..	,, . ..	Hong Kong ..	,,	
2	Archimedes	Bremen, schooner ..	162	Hong Kong ..	,, . ..	Shanghae ..	Rice.	
2	Emilie	Dutch, barque ..	300	Java	,, . ..	Amoy	General.	
3	S. Francisco Xavier .	Portuguese, ditto ..	236	Singapore ..	,, . ..	Shanghae ..	Rice.	
3	Minerva	Hamburgh, ditto ..	280	Macassar ..	,, . ..	,, ..	,,	
4	Tremelga	Portuguese, ditto ..	371	Singapore ..	,, . ..	Singapore & Penang	General.	

4	Dexia	Spanish, schooner ..	230	Salomaqui ..	Rice	Manilla . ..	,,			
9	Penguin	British, ditto . ..	198	Hong Kong ..	Ballast	Formosa . ..	,,			
12	Hercules	Danish, brig	223	Saigon	Rice	Hong Kong ..	Ballast.			
13	Cornelia Hendrick ..	Dutch, ditto	287	,, ...	,, ...	Shanghae ..	Rice.			
15	Comet	American, ship ..	1,836	Whampoa ..	General	New York ..	General.			
19	Orestes	Dutch, barque ..	392	Singapore ..	,, ...	Amoy	,,			
19	Catherine	Danish, brig	160	Sowtong . ..	Alum	Shanghae ..	Rice.			
19	J. W. A. Lorenzen ..	Hamburgh, ship ..	533	Hong Kong ..	Ballast	Manilla . ..	General.			
20	Chilo	British, ditto . ..	398	Whampoa ..	,, ...	.. .. ..	.. ..	Wrecked in Macao		
22	Lires	Danish, brig	203	Hong Kong ..	Rice	Shanghae ..	Rice.	Roads, on the		
22	Louisa	Hamburgh, barque ..	250	Macassar ..	General . ..	Whampoa ..	Ballast.	Nine Islands.		
22	Emma	Oldenburg, schooner brig	167	Hong Kong ..	Ballast	Shanghae ..	Rice.			
26	San Lourenço . ..	Portuguese, barque ..	240	,, ...	,, ...	—	—			
28	Leopold Cateaux ..	Belgium, ship ..	869	Saigon	Rice	Whampoa ..	Ballast.			
31	Claire	French, barque ..	498	Hong Kong ..	Ballast	Callao	.. ..	With 312 Coolies.		
31	Vesta	Hamburgh, brig ..	216	Tien-tsin . ..	General . ..	Shanghae ..	Rice.			
Aug. 3	Albertine	Hanoverian ,, ..	164	Tamsuy	Tea	Hong Kong ..	Ballast.			
3	Eliza	Portuguese, barque ..	219	Singapore ..	General	Callao	.. ..	With 130 Coolies.		
8	Congo	Danish, ditto . ..	425	Hong Kong ..	,, ...	Melbourne ..	General.			
8	Elizabeth	French, barque ..	443	,, ..	,, ...	Saigon	,,			
13	Lotus	American, ship ..	660	,, ..	Rice	San Francisco ..	Rice.			
19	Cambridge	British, barque ..	498	,, ..	,, ...	Shanghae ..	,,			
22	Giscourt	French, ship . ..	539	Saigon	,, ...	Whampoa ..	Ballast.			
24	Akbar	British, ditto . ..	733	Hong Kong ..	Ballast	Bangkok . ..	General.			
24	Volunteer	,, schooner ..	143	,, ..	,, ...	Hong Kong ..	Ballast.			
24	Kalahome	,, barque ..	370	,, ..	,, ...	Saigon	General.			
24	Louise	Hamburgh, ditto ..	250	Whampoa ..	,, ...	Shanghae ..	Rice.			
24	John Buchanan ..	British, ditto . ..	256	Singapore ..	General . ..	Amoy	General.			
26	Kennington	,, ship . ..	725	Hong Kong ..	Rice	Shanghae ..	Rice.			
27	Dewa Gungadhur ..	,, ,, . ..	594	Whampoa ..	Tea and silk ..	London	Tea and silk.			
28	M. Hellegenda ..	Dutch, barque ..	763	Hong Kong ..	Coals	Singapore ..	General.			
28	Frederic	Danish, ditto . ..	299	,, ..	Rice	,, ..	,,			
28	Senglie	Dutch, ditto . ..	210	Singapore ..	Rattans	Shanghae ..	Rice.			
29	Concurrent	,, ,, . ..	635	Hong Kong ..	Ballast	Batavia	General.			
Sept 3	Iskander Shah ..	British, ship . ..	1,172	Whampoa ..	General . ..	Bombay . ..	,,			

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither Bound.	Cargo.	General Remarks.
Sept. 4	Camilla	Portuguese, brig ..	204	Hong Kong ..	Ballast	Shanghae ..	Rice.	
4	Pantaloon	Dutch, barque ..	199	,, ..	Coals	West Coast ..	Coals.	
6	Gustav and Ernest ..	Hamburgh, brig ..	180	Tamsuy . ..	Tea	Whampoa ..	Ballast.	
8	Cutch Merchant ..	British, ship . ..	639	Calcutta . ..	Rice	Amoy	Alum.	
10	Koophandel	Dutch, barque ..	450	Hong Kong ..	Ballast	Batavia	General.	
12	Wilhelmine	,, ,, ..	440	,, ..	,, ...	,, ...	,,	
13	Penguin	British, schooner ..	198	Formosa . ..	General . ..	Hong Kong ..	Ballast.	
14	Greta..	Hamburgh, brig ..	176	Saigon	Rice	,, ..	,,	
15	D. F. Visser	Dutch, barque schnr.	305	Hong Kong ..	Ballast	Saigon	General.	
16	Pollux.	,, barque ..	412	,, ..	,, ...	Batavia	,,	
16	Calliope	American, schooner .	281	,, ..	Tea	Hong Kong ..	Ballast.	
16	Zephyros	Hamburgh, barque ..	338	,, ..	General . ..	Saigon	General.	
17	Amitié	British, ditto . ..	427	,, ..	Ballast	Singapore ..	,,	
19	Sewa	Hamburgh, barque ..	246	Whampoa ..	,, ...	,, ..	,,	
20	Eliza Blanche ..	British, schooner ..	170	,, ..	General ..	Melbourne ..	,,	
20	Nil Desperandum ..	,, brig	276	Hong Kong ..	,, ..	London	,,	
20	Gemini	Hamburgh, ditto ..	216	,, ..	,, ..	Whampoa ..	Ballast.	
24	Gravina	Spanish, ditto . ..	246	,, ..	,, ..	Manilla	General.	
25	Camilla	Portuguese, ditto ..	204	Put back ..	Rice	Singapore and Penang	,,	
26	Saney	,, barque ..	246	,, ..	Rice and sugar ..	,, ..	,,	
Oct. 1	Carl Ritter	Hamburgh, brig ..	230	Hong Kong ..	Ballast	Shanghae ..	,,	
4	San Francisco Xavier	Portuguese, barque ..	236	Shanghae ..	French beans ..	Goa	,,	
5	Leading Star . ..	British, ditto . ..	210	Kampoot ..	General . ..	Kampoot ..	Ballast.	
5	Bertha	Prussian, ditto ..	387	Hong Kong ..	Ballast	Batavia	General.	
5	Neptuno	Spanish, brig . ..	281	Sual	Rice	Sual	Ballast.	
8	Oscar	Hamburgh, barque ..	290	Hong Kong ..	Ballast	Hamburgh ..	General.	
8	Alhambra	American, ship ..	1,097	Whampoa ..	General . ..	New York ..	,,	
8	St. Jan	Dutch, barque ..	501	Hong Kong ..	Ballast	Batavia	,,	
10	Leopold Cateaux ..	Belgian, ship . ..	832	Whampoa ..	,, ...	Havana		With 416 Coolies.
10	Gescourt	French, ditto . ..	539	,, ..	,, ...	Singapore and Penang	General.	
18	Palmetta	American, barque ..	341	Hong Kong ..	French beans ..	Singapore ..	,,	
20	Palmerston	British, ditto . ..	397	,, ..	General	Bangkok . ..	,,	

	22	Pamella	Portuguese, ship ..	671	„ ..	Ballast	Singapore and Penang	„		
	24	Esther	Hamburgh, brig ..	130	Whampoa ..	General	Shanghae ..	„		
	24	Vesta	„ „ ..	216	Shanghae ..	Alum	„ ..	Ballast.		
	27	Greta	„ „ ..	176	Hong Kong ..	General . ..	„ ..	General.		
	28	Graf Eulenburg ..	Prussian, barque ..	341	Shanghae ..	„ . ..	„ ..	„		
Nov.	3	John Buchanan ..	British, ditto . ..	256	„ ..	„ . ..	Singapore and Penang	„		
	4	Clipper	Hamburgh, ditto ..	178	„ ..	„ . ..	Hamburgh ..	„		
	7	Westward Ho ..	Peruvian, ship ..	120	„ ..	Ballast	Callao	.. ..		With 665 Coolies.
	7	Fair Light	British, barque ..	588	Whampoa ..	General	London	General.		
	9	Hercules	Danish, brig	223	Shanghae ..	Ballast	Singapore ..	„		
	11	Senglie	Dutch, barque ..	310	Hong Kong ..	„	Kampoot ..	„		
	14	Confucius	Bremen, ditto ..	240	Macassar ..	General . ..	Hong Kong ..	Ballast.		
	14	Borneo	Dutch, ditto	574	Hong Kong ..	Ballast	Singapore ..	General.		
	16	Nova Bella	British, ship	391	Penang	General . ..	Hong Kong ..	Ballast.		
	16	Denia	Spanish, schooner ..	230	Hong Kong ..	„ . ..	Manilla	General.		
	16	Salak	Dutch, barque ..	374	„ ..	.. . ..	Singapore and Batavia ..	„		
	19	Neptuno	Spanish, brig . ..	281	Sual	Rice	Sual	Ballast.		
	20	Yuca	British, barque ..	482	Hong Kong ..	Ballast	Saigon	General.		
	20	Malta	„ „ ..	536	„ ..	„	Hamburgh ..	„		
	20	Martin Luther ..	Bremen, brig . ..	200	Whampoa ..	General . ..	Bremen	„		
	21	Waldemar	Danish, barque ..	254	Hong Kong ..	Ballast	Bangkok ..	Ballast.		
	24	Richard	„ „ ..	320	„ ..	Coals	Hong Kong ..	„		
	24	Polka	British „ ..	157	Amoy	General	Kampoot ..	General.		
	26	Tereza	Chilian, schooner ..	189	Callao	„	Callao	.. ..		With 130 Coolies.
	27	Isles of the South ..	British, ship	821	Whampoa ..	Tea	London	Tea.		
Dec.	7	Layard	„ brig	175	Hong Kong ..	„	Hong Kong ..	„		
	7	Oreste	Dutch, barque ..	348	Amoy	General	Batavia	General.		
	10	D. F. Visser	„ „ ..	305	Saigon	„	Hong Kong ..	Ballast.		
	10	Antelope	British, steamer ..	260	Hong Kong ..	Ballast	„ ..	„		
	11	Amazone	Hamburgh, brig ..	160	Macassar ..	General	Whampoa ..	„		
	12	Gravina	Spanish, ditto ..	246	Manilla	Rice	Manilla	General.		
	14	Eureka	American, ship ..	1,011	Whampoa ..	General	New York ..	Tea.		
	14	Ignacio	Spanish, brig . ..	177	Hong Kong ..	Ballast	Manilla	General.		

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither Bound.	Cargo.	General Remarks.
Dec. 17	Kalahome	British, barque ..	370	Saigon	General	Singapore and Penang	General.	
19	Amazone	Hamburgh, ditto ..	266	Whampoa ..	,, ...	Shanghae ..	,,	
27	Bahia	British, ship	566	,, ..	,, ...	London	Tea.	
27	Carl Ritter	Hamburgh, brig ..	230	Shanghae ..	,, ...	Shanghae ..	Rice.	
	196 Vessels	.. ..	75,176					

Abstract.

	Vessels.	Tons.
For London, with tea	4	2,152
,, with general cargo	3	1,219
For New York, with general cargo	6	6,753
For Havana, with 416 Coolies	1	832
For Callao, with 1,536 Coolies	5	2,505
For the Coast of China and East India Ports, with general cargo	123	43,778
Ditto ditto in ballast	52	17,299
Wrecked	2	638
	196	75,176
		Register Tonnage.
British Vessels	43	19,810
Foreign Vessels	153	55,366
	196	75,176

Inclosure 3 in No. 11.

RETURN of Shipping and General Trade at the Port of Macao during the year 1863.

[From the British Consular Agency.]

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither bound.	Cargo.	General Remarks.
Jan. 3	Vesta	Hamburgh, brig ..	216	Shanghae ..	General ..	Shanghae ..	Rice.	
5	Malabar	French, barque ..	512	Hong Kong ..	Ballast ..	Havanna ..	..	With 256 coolies.
6	Nagasaki ..	American, ditto ..	549	,, ..	General ..	Saigon	General.	
7	Cometa	Spanish, brig . ..	149	Manilla	Rice ..	Manilla	,,	
,,	Agnes	American, barque ..	397	Hong Kong ..	,, ..	Shanghae ..	Rice.	
9	Chin-chin ..	Hamburgh, schooner.	136	Hamburgh ..	General ..	Hong Kong ..	General.	
10	Mainlust ..	,, brig ..	196	Hong Kong ..	Ballast ..	Shanghae ..	Rice.	
11	Fidelio	,, barque ..	292	Whampoa ..	General ..	Hamburgh ..	General.	
12	Congo	Danish, barque ..	335	,, ..	,, ..	Shanghae ..	,,	
13	Cittadelle ..	Hamburgh, brig ..	150	,, ..	Ballast ..	,, ...	Rice.	
17	Zwaluw ..	Dutch, ditto	301	Hong Kong ..	,, ..	Batavia	General.	
23	Persévérant ..	French, ditto . ..	242	,, ..	,, ..	Havanna ..	..	With 121 coolies.
27	Mountain Wave.	American, ship ..	633	Manilla	Rice ..	Manilla	Ballast.	
,,	Geelong	British, barque ..	395	Hong Kong ..	Ballast ..	Singapore ..	General.	
31	Ophelia	Hamburgh, ditto ..	350	,, ..	,, ..	Shanghae ..	Rice.	
Feb. 7	Bosphorus ..	Dutch, ditto	329	,, ..	,, ..	Batavia	General.	
10	Johanna ..	Hamburgh, brig ..	150	,, ..	,, ..	Hong Kong ..	Rice.	
15	James Lawrence.	American, schooner ..	313	Bangkok ..	General ..	Ningpo	,,	
,,	Mercedes ..	Chilean, ship ..	746	Swatow	Ballast ..	Havanna ..	..	Witb 373 coolies.
16	Concordia ..	Portuguese, brig ..	226	Hong Kong ..	,, ..	Singapore and Penang ..	General.	
18	Ylocano	Spanish, ditto ..	240	,, ..	General ..	Manilla	,,	
19	Unrivalled ..	British, ship	812	Whampoa ..	,, ..	London	Teas.	
,,	S. Lourenço ..	Spanish, brig ..	220	Hong Kong ..	,, ..	Manilla	General.	
21	Albis	Hamburgh, barque ..	280	,, ..	,, ..	Hamburgh ..	Cassia.	
,,	Gravina	Spanish, brig ..	246	Manilla	Rice ..	Manilla	Ballast.	
23	Hermann ..	Hamburgh, barque ..	248	Hong Kong ..	Ballast ..	Singapore ..	General.	
Mar. 1	Jupiter	,, brig ..	249	,, ..	General ..	,, ..	,,	

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither bound.	Cargo.	General Remarks.
Mar. 3	Grossvater ..	Bremen, barque ..	390	Hong Kong ..	Ballast ..	Shanghae ..	Rice.	
„	Ingeburg ..	Danish, ditto ..	360	„ ..	„ ..	Singapore ..	General.	
6	Graf Eulenburg.	Prussian, ditto ..	341	„ ..	„ ..	Java	„	
„	Denia	Spanish, schooner ..	230	Manilla ..	Rice ..	Sual	Ballast.	
8	Indianola ..	Bremen, ditto ..	170	Macassar ..	General ..	Shanghae ..	General.	
9	Psyche	Danish, barque ..	250	Whampoa ..	Teas ..	London	Teas.	
11	Cathay	British, ditto. .	258	Foochow ..	Ballast ..	Singapore ..	General.	
„	Vesta	Hamburgh, brig ..	212	Hong Kong ..	„ ..	Hong Kong ..	„	
13	Wingshun ..	British, ditto ..	178	„ ..	„ ..	Callao	..	Transferred to the Peruvian flag under the name of "Mary," with 132 coolies. With 132 coolies.
17	Amazone ..	Hamburgh, ditto ..	160	„ ..	„ ..	Hong Kong ..	General.	
„	Neptuno ..	Spanish, ditto ..	281	Manilla ..	General ..	Manilla ..	Ballast.	
23	Mary	Peruvian, ditto ..	219	Hong Kong ..	Ballast ..	Callao	..	
26	Esmeralda ..	Hamburgh, barque ..	360	Whampoa ..	„ ..	Saigon	General	
„	Flora	Portuguese, ditto ..	261	„ ..	General ..	Hong Kong ..	„	
27	Emilie	Dutch, ditto ..	326	Amoy	„ ..	Samarang ..	„	
April 7	Ophelia	Hamburgh, ditto ..	350	Hong Kong ..	Ballast ..	West Coast ..	„	
14	Snap Dragon ..	American, ditto ..	619	„ ..	„ ..	Singapore ..	„	
15	Flores de Maria .	Spanish, ditto ..	248	Manilla ..	General ..	Manilla	„	
16	Ignacio	„ brig ..	171	Hong Kong ..	„ ..	„	„	
17	S. Lourenço ..	„ „ ..	220	„ ..	„ ..	„	„	
„	Denia	„ schooner ..	230	Sual	Rice ..	„	„	
26	Ida	Hamburgh, barque ..	294	Hong Kong ..	Ballast ..	Hong Kong ..	„	
29	Gravina	Spanish, brig ..	246	„ ..	„ ..	Manilla	„	
May 3	Dannebrog ..	Danish, barque ..	233	„ ..	„ ..	Hong Kong ..	„	
„	Superb	Hamburgh, brig ..	200	Singapore ..	General ..	„ ..	„	
5	Zephyros ..	„ barque ..	315	Hong Kong ..	Ballast ..	Saigon	„	
6	Sophie	Hamburgh, brig ..	228	Saigon	General ..	„	„	
12	Julie	French, ship ..	352	„	Rice ..	Hong Kong ..	Ballast.	
„	Geelong ..	British, barque ..	392	Singapore ..	General ..	Shanghae ..	General.	
17	Eliza F. Mason ..	American, ship ..	581	Saigon	Rice ..	Hong Kong ..	Ballast.	
„	Engelbert ..	Bremen, schooner ..	238	Rangoon	„ ..	Batavia	General.	
18	Notos	Hamburgh, barque ..	406	Whampoa ..	Teas ..	London	Teas.	
21	Elise Mary ..	Danish, schooner ..	171	Batavia	Rice ..	Hong Kong ..	Ballast.	
„	Esmeralda ..	Hamburgh, barque ..	360	Saigon	„ ..	Saigon	General.	

	30	Mauritius ..	„ „ ..	344	Hong Kong ..	Ballast ..	Batavia	„	
June	1	George Andreas .	Danish, brig ..	200	Penang ..	Rice ..	Hong Kong ..	Ballast.	
	2	San-li	Portuguese, barque ..	246	Singapore ..	General ..	Singapore and Penang ..	General.	
	„	Pamella ..	„ ship ..	671	„ ..	Rice ..	Hong Kong ..	Ballast.	
	„	Tremelga ..	„ barque ..	371	„ ..	General ..	—	—	
	4	Melchers ..	Hanoverian, ditto ..	318	Hong Kong ..	Ballast ..	Saigon	General	
	5	Amitié	British, ditto ..	427	„ ..	„ ..	„	„	
	7	Energie	Bremen, ditto ..	250	„ ..	„ ..	Hong Kong ..	„	
	„	Dolfyn	Dutch, brig	260	„ ..	„ ..	Samarang ..	„	
	8	Humboldt ..	French, barque ..	351	„ ..	General ..	Hâvre	„	
	9	Constance ..	British, ditto ..	383	Penang	Rice ..	Hong Kong ..	„	
	10	S. Lourenço ..	Spanish, brig ..	220	Hong Kong ..	Ballast ..	Manilla	„	With 317 coolies.
	14	Cezar	Peruvian, ship ..	499	„ ..	„ ..	Callao	..	
	18	G. C. Love ..	British schooner ..	102	„ ..	Rice ..	Ningpo	Rice.	
	20	Peiho	Danish, barque ..	240	Kampoot ..	General ..	Hong Kong ..	Ballast.	
	„	Hercules ..	„ brig ..	230	„ ..	„ ..	„ ..	„	
	22	Johanna ..	Dutch, barque ..	713	Hong Kong ..	Ballast ..	Java	General.	
	24	Amtmand Thesen	Norwegian, ditto ..	380	„ ..	„ ..	Manilla	Tea.	
	25	Pamella	Portuguese, ship ..	671	„ ..	„ ..	Singapore and Penang ..	General.	
	26	S. F. Xavier ..	„ barque ..	236	Singapore ..	General ..	Goa	„	
	„	Pieledes ..	Dutch, ditto ..	424	„ ..	„ ..	Amoy	„	
	30	Carolina ..	Oldenburgh, brig ..	240	Hong Kong ..	Ballast ..	Hong Kong ..	„	
July	1	Zephyros ..	Hamburgh, barque ..	315	Saigon	Rice ..	„ ..	Ballast.	
	„	Nagasaki ..	American, ditto ..	549	Singapore ..	„ ..	Singapore ..	„ ..	Transferred to the Portuguese flag under the name of "Portugal."
	2	Westward Ho ..	Peruvian, ship ..	1,120	Hong Kong ..	Ballast ..	Whampoa ..	Ballast	
	4	Maria Luisa ..	Spanish, barque ..	361	Manilla	General ..	Manilla	General.	
	„	Camilla	Portuguese, brig ..	204	Singapore ..	Rice ..	Ningpo	Rice.	
	5	Gravina	Spanish, ditto ..	246	Manilla	General ..	Manilla	General.	
	11	M. L. Antoinette	Dutch, barque ..	600	Hong Kong ..	Ballast ..	Batavia	„	
	„	Calabar	British, ship	672	„ ..	„ ..	Singapore and Calcutta ..	„	
	17	Indianola ..	Bremen, schooner ..	170	„ ..	„ ..	West Coast ..	Rice.	
	19	Marie Phillippine	Hamburgh, ditto ..	126	„ ..	„ ..	Hong Kong ..	Sugar.	

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither bound.	Cargo.	General Remarks.
July 22	Concordia ..	Portuguese, brig ..	226	Hong Kong ..	Ballast ..	Singapore and Penang ..	General.	
23	Orestes	Dutch, barque ..	392	Batavia	General ..	West Coast ..	Rice.	
26	Amazone ..	Hamburgh, brig ..	160	Hong Kong ..	Ballast ..	Ningpo	„	
29	E. F. Max ..	Austrian, ship ..	763	„ ..	„ ..	Singapore ..	General.	
31	Feroz Shah ..	British, ditto ..	812	„ ..	Saltpetre .	„ ..	Ballast.	
Aug. 1	Miranda ..	Hamburgh, barque ..	240	„ ..	Ballast ..	Australia ..	General.	
2	Esther	„ brig ..	130	„ ..	„ ..	Hamburgh ..	„	
9	Parana	British, barque ..	296	„ ..	„ ..	Falmouth ..	Cassia.	
11	Sophie	Hamburgh, brig ..	228	Saigon	Rice ..	Hong Kong ..	Ballast.	
12	Esmeralda ..	„ barque ..	360	„	„ ..	„ ..	„	
13	Luchow ..	Hanoverian, brig ..	233	Hong Kong ..	General ..	Shanghae ..	Rice.	
15	Ida	Hamburgh, ship ..	294	„ ..	Ballast ..	Hong Kong ..	Sugar.	
„	Snap Dragon ..	American, barque ..	619	Penang	General ..	„ ..	General.	
16	Fanny Fern ..	„ ship ..	615	Hong Kong ..	Ballast ..	Callao	..	Transferred to the Portuguese flag under the name of "Luisita," with 342 coolies.
19	Susanne	Hamburgh, barque ..	449	„ ..	„ ..	Singapore ..	General.	
22	S. Lourengo ..	Spanish, brig ..	220	„ ..	General ..	Manilla	„	
28	China	Dutch, barque ..	386	„ ..	Ballast ..	Samarang ..	„	
Sept. 3	Julia G. Tayler ..	American, ship ..	857	Hong Kong ..	„ ..	Callao	..	Transferred to the Portuguese flag, under the name of "Camoens," with 418 coolies.
4	Deslumbrante ..	Portuguese, ditto ..	628	Lisbon	Wine ..	Lisbon	General.	
„	Jan Van Galen ..	Dutch, brig	366	Hong Kong ..	Ballast ..	Batavia	„	
8	Eliza	Portuguese, barque ..	219	Callao	General ..	Hainan	Ballast.	
12	Sarah Chase ..	American, ship ..	570	Hong Kong ..	Ballast ..	Havanna ..	..	
13	Malabar	Hamburgh, barque ..	361	„ ..	„ ..	Hong Kong ..	General	Transferred to the Portuguese flag, under the name of "D. M. da Gloria," with 296 coolies.
„	Gravina	Spanish, brig ..	246	Manilla	„ ..	Manilla ..	„	
„	Commenhen ..	Siamese, junk ..	297	Siam	General ..	Siam	Bricks.	
17	Dwina	Bremen, barque ..	257	Hong Kong ..	Ballast ..	Falmouth ..	Cassia.	
21	Ismyr	British, schooner ..	240	„ ..	General ..	Melbourne ..	General.	
25	Johanna ..	Danish, brig	199	Whampoa ..	Ballast ..	Hamburgh ..	Cassia.	
28	Ammerland ..	Oldenburgh, barque ..	340	Hong Kong ..	General ..	Singapore and Penang ..	General.	
29	Meppel	Dutch, brig	252	Amsterdam ..	„ ..	Japan	„	
Oct. 2	Alfred	„ barque ..	350	Macassar ..	„ ..	Canton	Ballast.	

„	Stella	Hamburgh, schooner .	140	Hong Kong ..	Ballast ..	Saigon	Teas.	
3	Formosa ..	Danish, barque ..	280	Macassar ..	General ..	Whampoa ..	Ballast.	
4	Westward Ho' ..	Peruvian, ship ..	1,120	Whampoa ..	Ballast ..	Callao	..	With 700 coolies.
„	Hong Kong ..	Hamburgh, barque ..	214	Hong Kong ..	„ ..	Saigon	Teas.	
„	Mikado	British, brig ..	167	Michâo	Opium ..	Hong Kong ..	Opium.	
7	Parliament ..	American, ship ..	1,001	Hong Kong ..	Ballast ..	Havanna ..	..	Transferred to the Portuguese flag, under the name of "Vasco de Gama," with 508 coolies.
„	Ophelia	Hamburgh, barque ..	350	Swatow	„ ..	Hamburgh ..	Teas & cassia.	
11	Conrad Henrek ..	Danish, brig	285	Put back . ..	Rice ..	Hong Kong ..	Rice.	
12	Rudolph ..	Bremen, barque ..	245	Hong Kong ..	Ballast ..	Singapore ..	General.	
13	Camilla	Portuguese, brig ..	204	„ ..	„ ..	Singapore and Penang ..	„	
„	Siwa	Hamburgh, barque ..	246	Whampoa ..	Teas&cassia	Homburgh ..	Teas and cassia.	
14	Amitié	British, ditto . ..	427	Hong Kong ..	Ballast ..	Singapore ..	General.	
15	D. Maria Pia ..	Portuguese, ship ..	752	„ ..	„ ..	Callao	..	With 424 coolies.
„	Wm. Pustaa ..	Prussian, barque ..	344	„ ..	„ ..	Batavia	General.	
20	Denia	Spanish, schooner ..	230	Sual	Rice ..	Manilla	„	
21	Civiale	Hamburgh, barque ..	344	Hong Kong ..	Ballast ..	Singapore and Penang ..	„	
23	Bellissima ..	British, ditto ..	432	Whampoa ..	Teas ..	London	Teas.	
26	Borneo	Dutch, ditto . ..	582	Hong Kong ..	Ballast ..	Singapore ..	General.	
„	Balder	Swedish, brig ..	298	„ ..	„ ..	Australia ..	„	
„	Selina Jane ..	British, ditto ..	216	Whampoa ..	Teas&cassia	Hamburgh ..	Teas and cassia.	
30	Alexene	American, barque ..	470	Hong Kong ..	Ballast ..	Singapore ..	Ballast ..	Transferred to the Portuguese flag, under the name of "Casimira."
„	Oriental	„ „ ..	344	„ ..	„ ..	West Coast ..	General.	
Nov. 3	Magnus	Swedish, brig . ..	180	Swatow	„ ..	Bremen	Cassia.	
„	Marmion ..	American, ship ..	903	Singapore ..	Gunpowder	Hong Kong ..	Ballast.	
5	General Michiels	Dutch, barque ..	381	Swatow	Ballast ..	Batavia	General.	
„	Gravina	Spanish, brig ..	246	Manilla	Sugar ..	Manilla	„	
6	Venezuela ..	Hamburgh, barque ..	326	Whampoa ..	Tea & cassia	Hamburgh ..	Tea and cassia.	
7	M. Rozario ..	Spanish, ditto ..	254	Hong Kong ..	General ..	Manilla	Ballast.	
12	Clotilde	Peruvian, ditto ..	336	Callao	Ballast ..	Callao	..	With 220 coolies.
„	Thereza	„ schooner ..	240	„	„ ..	„	..	With 140 coolies.
„	Wandering Wave	American, ditto ..	154	Shanghae ..	„ ..	Hong Kong ..	Ballast.	
15	Camilo Cavour ..	Peruvian, ship ..	1,326	Hong Kong ..	„ ..	Callao	..	With 700 coolies.

Date.	Name of Vessels.	Flag and Rig.	Tons.	Where from.	Cargo.	Whither bound.	Cargo.	General Remarks.
Nov. 18	Carrington ..	American, ship ..	621	Hong Kong ..	Ballast ..	Havanna ..	..	Transferred to the Portuguese flag, under the name of "Affonso d'Albuquerque, with 310 coolies.
20	Laurel	British, ditto ..	638	Whampoa ..	Teas ..	London	Teas.	
29	Arizona	Spanish, barque ..	596	Hong Kong ..	Ballast ..	Havanna ..	..	With 298 coolies.
30	Caroline ..	Oldenburg, brig ..	240	„ ..	„ ..	Saigon	General.	
Dec. 4	S. Lourenço ..	Spanish, ditto ..	220	Manilla	Sugar ..	Manilla	„	
„	Osnabruck ..	Hanoverian, barque..	285	Macassar ..	General ..	Hong Kong ..	Ballast.	
6	Thereza ..	Peruvian, ship ..	796	Callao	Ballast ..	Callao	..	With 140 coolies.
7	Sol de Lima ..	„ barque ..	222	„	„ ..	„		With 100 coolies.
10	Independence ..	American, ship ..	827	„	„ ..	Havanna ..		Transferred to the Portuguese flag, under the name of "D. Fernando," with 492 coolies.
„	Camilla	British, barque ..	508	Hong Kong ..	„ ..	Singapore and Penang ..	General.	
11	Hercules ..	Danish, brig	220	Amoy	General ..	Kampoot ..	„	
13	Mary Ann Wilson	British, ship	944	Whampoa ..	Teas ..	London	Teas.	
„	General Prien ..	Peruvian, barque ..	203	Callao	Ballast ..	Callao	..	With 182 coolies.
15	Wilhelmine and Elise	Dutch. brig	249	Hong Kong ..	„ ..	Batavia	Ballast.	
17	S. V. de Paula ..	Portuguese, barque ..	420	„ ..	Rice ..	Callao	..	With 262 coolies.
20	Carl	British, brig	164	Manilla	Guns ..	Penang	General.	
„	Perseverancia ..	Peruvian, ship ..	578	Hong Hong ..	Ballast ..	Callao	..	With 400 coolies.
25	Agra	British, ditto.. ..	714	Whampoa ..	Teas ..	London	Teas.	
26	Japan Packet ..	Dutch, brig	148	Hong Kong ..	Ballast ..	Batavia	General.	
27	Queen Bee ..	British, barque ..	353	„ ..	„ ..	Bangkok ..	„	
28	Oreste	Dutch, ditto	297	Amoy	„ ..	Batavia	„	
31	Buenos Ayres ..	Hamburgh, brig ..	162	Hong Kong ..	„ ..	Saigon	„	
	178 vessels.	Tons ..	64,939					

ABSTRACT.—1863.

	Vessels.	Tons.
For London, with tea	7	4,196
For Havanna, with 2,654 coolies	8	5,115
For Callao, with 4,609 coolies	15	8,361
For the coast of China, and East Indian Ports, with general cargo	121	36,513
Ditto ditto in ballast	26	10,383
Laid up	1	371
	178	64,939
		Register Tonnage.
British Vessels	22	9,533
Foreign Vessels	156	55,406
	178	64,939

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COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA AND SIAM.

1864.

Presented to both Houses of Parliament by Command of Her Majesty.
May 29, 1865.

LONDON:
PRINTED BY HARRISON AND SONS.
1865.

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No. 12.

Consul Robertson to Mr. Hammond.—(*Received May* 19.)

Sir, *Canton, March* 30, 1865.

I HAVE the honour to forward my Report on the trade of Canton for the year 1864, together with the Returns relating thereto.

I have, &c.

(Signed) D. B. ROBERTSON.

Inclosure in No. 12.

Report on the Foreign Trade at the Port of Canton in China for the Year 1864.

THE Returns annexed to this Report are as follows:—

1. A Return of British shipping showing the direct trade in British vessels to and from Great Britain and British Colonies.
2. A Return of British and foreign shipping.
3. A Return of foreign shipping (other than British).
4. A Synoptical Return of the Import Trade.
5. A Synoptical Return of the Export Trade.
6. Summary showing the difference in value of the Import Trade between the years 1863 and 1864.
7. Summary showing the difference in value of the Export Trade between the years 1863 and 1864.

These Returns, like those of the preceding year, have been compiled from the foreign Custom-house Reports, but they by no means represent the actual trade of the port, inasmuch as considerable quantities of foreign goods do not pass through the foreign Custom-house, being imported and exported in native craft. Moreover, as observed in the Trade Report of 1863, a very large trade is carried on between the British Colony of Hong Kong and the neighbouring coast of China in native bottoms, and as it is impossible to obtain returns from the Chinese Custom-houses, or from Hong Kong, which is a free port, so is it impossible to form any correct estimate of what is the amount or value of the foreign trade with this part of China.

Imports.— The value of the import trade of Canton for 1864 may be estimated at about 2,053,539*l.* sterling against that of 1863, 2,281,354*l.* sterling, showing a decrease of 227,815*l.*, apparently a large falling off on one year's transactions, and for this several reasons may be assigned.

In the first place the exchange is rated at a farthing higher, no very great difference, but still adding somewhat to the deficiency.

Then the immense drain on the Imperial Treasuries from the rebellion has compelled the levy of additional imposts on articles of merchandize in the hands of Chinese merchants, and therefore the foreign goods trade, like that in Chinese produce, has suffered considerably.

Again the import trade of the port is changing hands. Formerly goods were imported by the foreign merchant and sold at this place; but now the Chinese merchant goes to Hong Kong and purchases what he requires, sending it up or down the coast or to Canton in foreign or native bottoms as may suit his convenience. The result is, that most of the business of the port is done at Hong Kong.

The following Table of the comparison of three years' entries in the foreign Custom-house will show the gradual decadence in reported cotton goods:—

		1862.	1863.	1864.
American drills	pieces	30,965	2,196	Nil.
Shirtings, grey	„	126,529	48,829	44,216
„ white	„	49,788	44,695	42,376
T-cloths, 36 yards ..	„	4,570	6,055	Nil.
„ 24 „	„	20,601	28,802	22,352
Cottons:—				
Dyed, figured and plain ..	„	21,627	20,100	14,457
Printed	„	11,382	15,812	6,980
Muslins	„	510	1,984	34
Handkerchiefs	dozens	28,057	27,121	29,734
Velveteens	pieces	1,711	4,813	1,508
Velvets	„	1,060	2,625	1,021
Yarn	piculs	20,334	14,819	9,501
Bombay raw	„	35,928	488	Nil.

It will be observed, however, that the falling-off is chiefly in American goods and raw Bombay cotton; the cause for this being, in both cases, the civil war in America, needs no comment.

A similar Table for woollens will also show some differences in quantity of the reported imports of that fabric:—

		1862.	1863.	1864
Blankets	pairs	3,510	3,849	3,615
Broad cloths	pieces	157	148	1,568
Camlets, English	„	3,993	4,331	2,811
„ Dutch	„	610	697	93
„ imitation ..	„	644	1,761	78
Habit and medium cloths ..	„	566	1,496	Nil.
Flannels	„	271	352	147
Lastings	„	3,441	4,641	4,050
Long ells	„	8,660	11,863	6,724
Spanish stripes	„	9,007	7,448	6,793
Woollen and cotton mixtures	„	8,769	5,769	14,530

The decrease in this article of import is not so great in the average as that of others. Nevertheless, taking into consideration a population of nearly 1,000,000 in this city alone, with one of at least 30,000,000 in the Province, the import trade in foreign fabrics is small enough, and indeed would be of no account at all if that which passes through the foreign Custom-house represented the requirements of the people.

But the fact is that the principal portion of the shops in Canton are supplied from goods bought of foreigners in Hong Kong, which the following Table of the sales of the principal articles of cotton manufactured goods made by foreigners to natives at Canton during the past year will go far to prove:—

1864.	Grey Shirtings.	White Shirtings.	*T*-cloths.	Cotton Yarn.
	Pieces.	Pieces.	Pieces.	Pieces.
January	..	..	..	50
February	..	..	..	..
March	1,000	..	..	..
April	..	..	..	35
May	..	..	1,700	200
June	..	..	100	130
July	..	..	..	50
August	500	..	..	45
September	..	350	..	8
October	1,000	..	..	144
November	..	..	..	..
December	..	1,300	..	..
Total	2,500	1,650	1,800	622
Custom-house entries	44,216	42,376	22,352	..

Now as stocks under present circumstances are not held by foreigners, it is evident, from the difference shown by the above Table, between the sales made by foreigners and the Customs entries, that the greater part of the goods imported are brought from Hong Kong on Chinese account; and when it is considered that these are but a very small portion indeed of what finds its way into the city or province by other routes, it may be fairly assumed that the import trade for 1864 has not only not decreased, but, in all probability, has very largely increased, only it has changed hands, the Chinese doing that for themselves now which formerly the foreign merchant did for them, viz., import the goods. In fact, by becoming themselves purchasers at first hand, and breaking the bales up into small parcels, and dispersing them over the Province, and avoiding the Canton Custom-houses, they do a very large and profitable business, of which little is or can be known, but affording sufficient evidence to show that the trade in foreign manufactures is quite as large as ever it was, only it has assumed a different shape.

In opium the falling off is also large, the value in dollars being in 1864 1,322,866, against 2,290,234 dollars in 1863, showing a decrease of 967,368 dollars. This deficiency may be attributed to the same causes as those which affect the trade in foreign manufactures, and the great facilities for smuggling which exist. For instance, the import of opium into Canton yearly ought to average 10,000 chests, in value say 6,644,000 dollars, whereas the Custom-house Returns show but 1,322,866 dollars, showing a difference of 4,317,130 dollars. Now there is every reason to believe that this latter is not caused by a falling off in imports of the drug, but simply by some portions being smuggled in, and others sent by various routes, and thus avoiding the Custom-house at Canton, thus affording another proof of the difficulty that exists of obtaining a correct estimate of the import trade of this port.

Exports.—In this portion of the trade there also appears a falling off: 9,813,711 dollars in 1864, against 16,083,062 in 1863, showing a deficiency of 6,269,351 dollars in last year's export trade.

This difference extends over almost all the articles of export, as the following Table will show:—

	1863.	1864.
Tea	5,662,268	3,344,678
Silk	2,766,567	1,571,670
Cotton	25,339	22,088
Chinese produce	7,628,888	4,875,275

As regards tea, the falling off in that article may be attributed to the fact that during the past year the teas have gone to the Portuguese settlement of Macao, where they can be shipped duty free, and although efforts have been made by the Canton Customs authorities to prevent their being carried there from the interior, still by some means or other they evaded the restrictions, and a considerable business has been done in them at Macao. Those in the Canton market were chiefly a few well-known chops, for which high prices were asked. Doubtless, the depressed state of the market at home had its effect on the trade out here, but the truth is that the day for Canton as a tea-mart is past and gone; Foo-chow and Hankow absorbing all that used to come down before those ports were opened.

In silk the business done during the past year has been but small. The export to Europe was 1,169 bales, inclusive of 755 bales of waste, and to Bombay and America 5,577 cases; but the crop generally has been short, probably 20 per cent. below the average of years, and prices excessively high. The principal portion has been bought by Indian firms, next by native shops and by American and English houses, but very little has been done by the two latter. Prices have rated from 400 to 550 dollars per picul of 133⅓ lbs., being quite 50 dollars higher than the average of former years.

A good crop from the Canton districts may be taken at 15,000 bales or cases, each 100 lbs. English weight.

From the foregoing remarks on the trade of the port of Canton it will be seen that, as regards foreign merchants, local business has been far from satisfactory, and, indeed, there is but little prospect of its improvement. Should the interior become more settled the communication with the Provinces of Yu-nan—rich in mineral products, Kwei-chow, and Kwang-si, be opened through the West and North Rivers, then there might perhaps be some hopes for a better state of things; but, under any circumstances, a new element has developed itself, which is likely to cause a revolution in mercantile affairs. The Chinese have at last learned they can transact their own business without the aid of foreign firms, and are fast adopting that mode. During the past year some of the finest steamers on the coast have been chartered and loaded by Chinese firms without European intervention, and the day is not far distant when the whole of the coast-carrying trade will be in their hands alone. It has been mentioned above that the import trade at Canton is being gradually absorbed by the Chinese merchants, and such is the case also at the ports of Hankow, Tien-tsin, and other places, nor is it at all improbable that the export trade may, to a great extent, follow the same course. Already at Foo-chow and elsewhere large shipments of teas have been made by Chinese firms on consignment to England, and the fact has appeared, that whilst foreign merchants have been heavy losers on last year's transactions in the home-market, the Chinese have come out well and even with a profit; the reason being, that as Chinese they can buy and sell with much more advantage than foreigners can, for they are dealing with their own interests and not those of employers—they can work their establishments at less expense, and are content with small returns. It is hopeless, therefore, under such circumstances, to compete with them except at a loss; and when the time comes, as it will come, when they will feel their way with greater certainty and open credits with foreign banking establishments, that revolution above referred to will have been completed, and foreigners will find a very different state of things than that which formerly prevailed. In fact, it requires only a more settled state of public affairs and an enlightened policy and encouragement on the part of the Chinese Government to hasten the change now pending, for the people are ready and willing enough, and are fast seeing their way to adopt it.

From whence, indeed, originates the now constant complaint that business is dull and there is nothing doing? Markets at home may perhaps have something to do with it, but it does not require to go so far from China to obtain a reply. Ask into whose hands the carrying trade on the coast and the import trade into the ports are falling, and an answer to the question will be found. Foreign merchants must look to this if they have regard for their future prospects.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 1.)—RETURN of British Shipping at the Port of Canton in the year 1864.

Direct Trade, in British Vessels, to and from Great Britain and British Colonies.

Countries.	ENTERED.							CLEARED.						
	Total Number of Vessels, including River Steamers and Lorchas.			Total Tonnage.			No. of Men, inclusive of River Steamers and Lorchas.	Total Number of Vessels, including River Steamers and Lorchas.			Total Tonnage.			No. of Men, inclusive of River Steamers and Lorchas.
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.	
Great Britain	..	..	..	..	..	..	..	21	..	21	11,694	..	11,694	392
Colonies, chiefly Hong Kong ..	24	74	98	11,426	39,221	50,647	2,044	18	40	58	9,999	19,774	29,773	1,101
Indirect or Carrying Trade, in British Vessels, from and to other Countries.														
Treaty Ports, China ..	1	..	1	353	..	353	12	15	..	15	7,209	..	7,209	477
United States	..	..	..	..	..	..	..	3	..	3	1,651	..	1,651	54
South America	..	..	..	..	..	..	..	2	..	2	883	..	833	31
Manila	..	..	..	..	..	..	..	..	1	1	..	270	270	10
Total	25	74	99	11,779	39,221	51,000	2,056	59	41	100	31,436	20,044	51,480	2,065

British Consulate, Canton, December 31, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 2.)—RETURN of British and Foreign Shipping at the Port of Canton during the Year 1864.

Nationality of Vessels.	Entered.						Cleared.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	17	5,678	82	45,084	99	50,762	55	28,933	45	21,046	100	49,979
River steamers and lorchas	11	8,217	1	135	12	8,352	11	8,217	1	135	12	8,352
American	1	498	8	7,285	9	7,783	2	2,225	7	5,558	9	7,783
River steamers	551	239,213	66	11,741	617	250,954	607	246,269	10	4,685	617	250,954
Sundry nations	43	12,921	67	21,977	110	34,898	60	16,716	57	20,414	117	37,130
	625	266,527	224	86,222	847	352,749	735	302,360	120	51,838	855	354,198

British Consulate, Canton, December 31, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 3.)—RETURN of Foreign Shipping at the Port of Canton during the Year ending December 31, 1864.

Nationality of Vessels.	Entered.						Cleared.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American	1	498	8	7,285	9	7,783	2	2,225	7	5,558	9	7,783
River steamers	551	239,213	66	11,741	617	250,954	607	246,269	10	4,685	617	250,954
Sundry nations	43	12,921	67	21,977	110	34,898	60	16,716	57	20,414	117	37,130
	595	252,632	141	41,003	736	293,635	669	265,210	74	30,657	743	295,867

British Consulate, Canton, December 31, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

PALL MALL

(No. 4.)—A Synoptical Return of the Foreign Trade at the Port of Canton, during the Year ended December 31, 1864.

IMPORTS.

Description of Goods.	From Great Britain and British Possessions, except Hong Kong.		From Hong Kong, in River Steamers and Lorchas.		From America.		From Sundry Nations, viz., Hamburgh, Danish.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.
Cotton piece goods—	..	..	4,652 0	29,442	..	..	..	..	4,562 0	29,442
Drills, American .. pieces	..	..	..	..	..	..	..	..	..	..
Shirtings, grey . .. ,,	..	..	44,216 0	221,080	..	..	..	..	44,216 0	221,080
,, white .. ,,	..	..	42,376 0	201,280	..	..	..	..	42,376 0	201,286
T-cloths, 36 yards .. ,,	..	..	..	..	..	..	..	..	..	..
,, 24 ,, .. ,,	..	..	22,352 0	87,173	..	..	..	..	22,352 0	87,173
Cottons—										
Dyed, figured, plain .. ,,	..	..	14,457 0	65,057	..	..	..	..	14,457 0	65,057
Blue mottles .. .. ,,	..	..	746 0	6,155	..	..	..	..	746 0	6,155
Cambrics .. .. ,,	..	..	192 0	672	..	..	..	..	192 0	672
Printed .. .. ,,	..	..	6,980 0	20,242	..	..	..	..	6,980 0	20,242
Muslins .. .. ,,	..	..	34 0	44	..	..	..	..	34 0	44
Handkerchiefs .. .. dozen	..	..	29,734 0	37,168	..	..	..	..	29,734 0	37,168
Velveteens .. .. pieces	..	..	1,508 0	15,080	..	..	..	..	1,508 0	15,080
Cotton velvets .. .. ,,	..	..	1,022 0	11,242	..	..	..	..	1,022 0	11,242
Yarn . .. .. ,,	..	..	9,501 90	779,156	..	..	..	..	9,501 0	779,156
Cotton, Bombay, raw .. ,,	..	..	..	..	..	..	..	..	..	..
Woollen manufactures—										
Blankets .. .. pairs	..	..	3,615 0	19,880	..	..	..	..	3,615 0	19,880
Broad cloths .. .. pieces	..	..	1,568 0	89,371	..	..	..	..	1,568 0	89,371
Camlets, English .. ,,	..	..	2,811 0	53,767	..	..	..	..	2,811 0	53,767
,, Dutch .. ,,	..	..	93 0	2,604	..	..	..	..	93 0	2,604
,, imitation .. ,,	..	..	78 0	702	..	..	..	..	78 0	702
Flannels .. .. ,,	..	..	147 0	3,087	..	..	..	..	147 0	3,087
Habit and medium cloths . ,,	..	..	..	..	..	..	..	..	..	..

Description of Goods.	From Great Britain and British Possessions, except Hong Kong.		From Hong Kong, in River Steamers and Lorchas.		From America.		From Sundry Nations, viz., Hamburgh, Danish.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Woollen manufactures, *continued*—	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.
Lastings .. .. pieces	..	..	4,050 0	68,850	..	..	..	..	4,050 0	68,850
Long ells .. .. ,,	..	..	6,724 0	57,154	..	..	..	..	6,724 0	57,154
Spanish stripes .. ,,	..	..	6,793 0	122,274	..	..	..	..	6,793 0	122,274
Woollen and cotton mixtures ,,	..	..	14,530 0	159,830	..	..	..	..	14,530 0	159,830
Metals—										
Copper manufactures, &c. piculs	..	..	99 22	3,175	..	..	..	..	99 22	3,175
Iron ditto .. .. ,,	4,368 0	9,828	18,312 81	41,204	..	..	1,343 59	3,023	24,024 40	54,055
Lead . .. .. ,,	3,045 18	18,728	48,830 88	300,310	..	..	2,977 30	18,310	54,853 36	337,348
Quicksilver .. .. ,,	..	..	3,785 89	261,226	..	..	..	..	3,785 89	261,226
Spelter .. .. ,,	..	..	728 74	4,008	..	..	..	..	728 74	4,008
Steel . .. .. ,,	..	..	168 0	806	..	..	..	..	168 0	806
Tin .. .. .. ,,	..	..	1,285 31	35,989	..	..	..	..	1,285 31	35,989
Tin-plates .. .. ,,	..	..	550 89	4,407	..	..	..	..	550 89	4,407
Opium—										
Malwa .. .. ,,	..	..	..	772,063	..	..	..	..	..	772,063
Patna .. .. ,,	..	..	..	550,803	..	..	..	..	..	550,803
	..	28,556	..	4,025,312	..	..	..	21,333	..	4,075,201
Chinese cargoes and miscellaneous articles, chiefly belonging to the coast and carrying trade, in foreign bottoms	..	..	..	..	..	..	..	..	..	4,458,991
										8,534,192

SUMMARY showing the Difference in Value of the Import Trade at Canton between the Years 1863 and 1864.

		£
1863.	Total value of Import trade in sterling, at 4*s.* 9½*d.*, about	2,281,354
1864.	Ditto ditto at 4*s.* 9¾*d.* ,, ...	2,053,539
	Decrease in trade at Canton in 1864	227,815

British Consulate, Canton, December 31, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

(No. 5.)—A Synoptical Return of the Foreign Trade at the Port of Canton during the Year ending the 31st December, 1864.

EXPORTS.

Description of Goods.	To Great Britain direct.		To India and the Straits Settlements.		To Hong Kong in River Steamers and Lorchas.		To America.		To Sundry Nations, chiefly Hamburgh, Bremen, Danish, Prussian, and South America.		Total.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dollars.	Pic. cat.	Dls.	Pic. cat.	Dollars.	Pic. cat.	Dollars.
Tea—												
Black ... ... lbs.	9,210,088 0	2,172,430	23,978 0	5,656	857,778 0	193,022	490,791 0	115,765	360,551 0	85,052	10,943,186 0	2,571,925
Green ... ... „	1,471,011 0	378,859	2,333 0	601	379,360 0	96,081	871,057 0	224,341	282,977 0	72,871	3,006,738 0	772,753
Silk—												
Raw ... ... pieces	4 80	2,040	11 0	4,675	2,526 26	1,065,751	193 24	82,127	...	...	2,735 30	1,154,593
Thrown ... ... „	...	...	...	...	123 23	52,415	...	...	...	...	123 23	52,415
Wild raw ... ... „	...	...	...	...	3,400 83	329,880	...	...	...	...	3,400 83	329,880
Refuse ... ... „	730 53	32,874	...	...	...	...	40 50	1,822	...	...	771 3	34,696
Cocoons ... ... „	...	...	...	...	0 75	86	...	...	...	...	0 75	...
Cotton—												
Bombay, raw	...	...	...	...	...	...	...	...	...	...	...	...
China „	...	...	...	...	833 50	22,088	...	...	...	...	833 50	22,088
Chinese cargoes and miscellaneous articles, chiefly belonging to the coast and carrying trade in foreign bottoms	...	2,586,203	...	10,932	...	1,769,323	...	424,055	...	157,923	...	4,938,436 4,875,275
												9,813,711

Summary showing the Difference in the Value of the Export Trade at Canton between the Years 1863 and 1864.

		£
1863.	Total Value of Export Trade at Canton, in sterling, at 4*s.* 9½*d.* (about)	3,862,039
1864.	Ditto ditto ditto at 4*s.* 9½*d.* (about)	2,361,424
	Decrease in the Export of Canton in 1864	1,500,615

British Consulate, Canton, December 31, 1864.

(Signed) D. B. ROBERTSON, *Consul.*

No. 13.

Consul Caine to Mr. Hammond.—(*Received May* 15.)

Sir, *Swatow, March* 1, 1865.

I HAVE the honour to forward copy of my despatch to the address of Her Majesty's Chargé d'Affaires, inclosing the Trade Report and Returns for the year 1864.

I have, &c.
(Signed) G. W. CAINE.

Inclosure 1 in No. 13.

Consul Caine to Mr. Wade.

Sir, *Swatow, March* 1, 1865.

I NOW inclose my Report on the trade of this port for the year 1864; also Returns of shipping and of imports and exports.

These Tables are compiled from the Custom-house books, to which I had access through the courtesy of Mr. Acting Commissioner Williams.

I have, &c.
(Signed) G. W. CAINE.

Inclosure 2 in No. 13.

Report of the Foreign Trade at the Port of Swatow for the Year 1864.

British Shipping.—There has been an increase during 1864 in the number of vessels entering the port, as compared with the previous year, as per following Table, viz. :—

ENTRIES.

With Cargo.		In Ballast.		Tonnage.	
1863.	1864.	1863.	1864.	1863.	1864.
215	206	23	50	93,085	100,760

Or, arrivals 256 against 238 of 1863, an increase of 18 vessels, and a tonnage of 7,675.

CLEARANCES.

With Cargo.		In Ballast.		Tonnage.	
1863.	1864.	1863	1864.	1863.	1864.
184	200	52	52	92,382	100,943

And by a further comparison between the entries in 1861 and last year it will be seen that the number of vessels which entered the port in 1861 was 160, with a tonnage of 59,142 against 256 in 1864, and a tonnage of 100,760, or an increase in three years of 96 vessels and 41,618 tons.

Foreign Shipping.—208 vessels, under flags other than British,

entered the port during 1864, being an increase of 52 vessels over the previous year. This excess is perceptible under the following flags :—

Hamburgh	54 in 1863 against	78 in 1864.	
French	2 „	11	„
Siamese	4 „	8	„
Sundry flags..	14 „	34	„

Comparing the entries in 1864 under the English flag, with those under flags of other nations, it will be seen, excluding the steamers employed in the coasting trade, which are exclusively British, that the latter exceed the former by 51 vessels, with a tonnage of 7,075 ; but, by the addition of steamers to the list, the entries under the British flag exceed others by 48 vessels and tons 35,428, thus evincing a marked improvement in the employment of British vessels during 1864.

Imports.—The total value of the import trade for 1864 amounts to 1,961,740*l.*, or an increase over the previous year of 191,105*l.*, and this too, without taking into account the foreign goods imported in native bottoms, of which I have been unable to obtain any return. This excess is observable under the following heads, viz. :—

	£
In Bean-cake an increase of	51,494
Beans and peas „	33,477
Opium „	54,196
Medicine „	7,119
Native cotton „	116,498
Hemp „	3,964
Oil „	11,130
Rice „	8,761

There has been a considerable falling off in the following articles, viz. :—

	£		£
In Grey shirtings ..	7,991	In Lastings	3,620
White ditto	3,243	Long ells	6,987
T-cloths	3,531	Cotton yarn	19,498
Cottons, dyed ..	5,144	Ground-nut cake ..	15,865
American drills ..	2,857	Silk piece-goods ..	14,185

The increase in the amount of rice imported is due to the destruction of the crops by the heavy rains which visited the South of China in the middle of the year, whereby immense embankments were broken down, and fields and villages inundated in all directions. The decrease in cotton goods is attributable to the warfare now raging between the Northern and Southern States of the American Union.

To illustrate the steady development of the trade at Swatow, I have drawn up the following Table, giving the value of the import trade for each year since the establishment of the Consulate :—

1861.	1862.	1863.	1864.
£	£	£	£
1,106,590	1,264,444	1,770,635	1,961,740

or an advance in 1864 over 1861 of 855,150*l.*

Exports.—The value of the export trade for 1864 amounts to 1,167,907*l.*, or an increase of 359,838*l.* over 1863. In sugar alone there is an excess of 416,950*l.*, thus verifying to the correctness of the statement made in my Report for 1863 that a much larger quantity of land had been set apart for the cultivation of the sugar-cane. There is also an increase under the following heads, viz. :—

	£		£
Alum	1,429	Hemp	11,895
Cassia	7,495	Indigo	547
Paper fans	4,839		

There has been a decrease of—

£	£
5,333 in tobacco exported.	2,227 in medicine.
15,443 in coarse chinaware.	8,860 in potatoe flour.
28,246 in paper.	1,556 in preserves.
1,746 in fish, dried and salted.	9,864 in rice.
1,286 in maccaroni.	

The following Table shows the value of the export trade for the last four years :—

1861.	1862.	1863.	1864.
£	£	£	£
525,931	746,640	808,069	1,167,907

or an increase in 1864 over 1861 of 641,976*l.*

The total value of the trade of Swatow for 1864 amounts therefore to 3,129,647*l.*, whilst that for 1863 came to 2,578,704*l.*, being an increase during the twelve months of 550,943*l.*

The following Table shows the augmentation of the trade during each year since 1860 :—

1861.	1862.	1863.	1864.
£		£	£
1,632,521	2,011,084	2,578,704	3,129,647

or an increase during the four years of 1,497,126*l.*

This port still labours under the disadvantages referred to in my Report for 1863; and I believe that a much larger trade would be carried on here could merchants have access to the city of Chao-chou-foo, as there most of the wealthy Chinese merchants reside, a few of whom only engage in trade through agents at Swatow, but who, I have every reason to believe, would embark more extensively in commercial transactions could greater security be obtained for the conduct of goods from hence to the interior, and *vice versâ*, but which are subjected at present to the heavy mulcts levied by the villages near which the produce has to pass. The desire to possess the power of levying black mail at Swatow itself rose to such a height during 1864 that the surrounding villages engaged in warfare to obtain this end during the whole year. On the arrival of steamers or ships with Chinese passengers, these, on leaving their vessels, have been fought for in the harbour among the shipping, and fire-arms discharged most indiscriminately. At present the village of Swabŏe has obtained the mastery, and holds the monopoly to levy these demands.

Until Chao-chou-foo becomes accessible to foreign merchants, not much more than the present business can be done on the river running to the north-west of Swatow; but it appears to me that a small tug-steamer of light draught would answer well to tow down from the sugar district, on the branch of the river running to the west of Swatow, boats loaded with sugar; and such an arrangement, I presume, the Chinese authorities would make no objection to, especially as such steamer would not have to pass Chao-chou, the city opened to trade, but would ply between it and Swatow. The distance is about thirty miles, and boats at present cannot manage this under two days, as the river is narrow and tortuous, though deep; and if it be blowing from the north-east, these boats are often detained for two or three days longer. A steamer of this class would also be useful in towing both in and out of the port vessels in calm weather. This service could be performed, I fancy, for a very little over the pilotage charged, viz., 3 dollars per foot.

A considerable trade has sprung up during the year 1864 with Saigon,

the French port in Cochin-China. The demand for rice has principally caused this.

There are but few foreign merchants at the port, the Chinese preferring in most instances to manage their own affairs; many of whom, on chartering foreign vessels, employ as supercargoes Chinamen brought up in Singapore, and understanding the English language, by which measure the necessity of employing a foreign firm is avoided.

(Signed) G. W. CAINE, *Consul.*

Swatow, March 1, 1865.

No. 1.—Return of British Shipping at the Port of Swatow in the year 1864.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.							Cleared.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
98	8	106	39,496	3,023	42,519	5,706	73	26	99	31,613	9,978	41,591	5,642

Indirect or Carrying Trade in British Vessels from and to other Countries.

Ports.	Entered.							Cleared.						
	Number of Vessels.			Tonnage.			Number of Crews.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
New-chwang	31	..	31	10,462	..	10,462	464	8	..	8	2,732	..	2,732	111
Tientsin	3	..	3	750	..	750	33	5	1	6	1,316	645	1,961	133
Chefoo	23	..	23	9,104	..	9,104	394	7	2	9	2,651	607	3,258	117
Shanghae	16	1	17	7,025	448	7,473	290	32	3	35	11,973	1,274	13,247	533
Amoy and Foo-chow ..	31	41	72	13,909	15,760	29,669	4,104	70	16	86	30,178	5,678	35,856	5,113
Formosa	3	..	3	622	..	622	34	3	..	3	622	..	622	32
Bangkok	1	..	1	161	..	161	14	1	3	4	295	837	1,132	57
Rangoon	..	..	..	..	..	..	..	..	1	1	..	383	383	12
Ningpo	..	..	..	..	..	..	..	1	..	1	161	..	161	14
Total	108	42	150	42,033	16,208	58,241	5,333	127	26	153	49,928	9,424	59,352	6,122

Swatow, December 31, 1864.

(Signed) G. W. CAINE, *Consul.*

(No. 2.)—RETURN of British and Foreign Shipping at the Port of Swatow in the year 1864.

Nationality of Vessels.	ENTERED.									CLEARED.								
	With Cargoes.			In Ballast.			Total.			With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British—																		
Coasting steamers ..	65	29,172	..	31	13,331	..	256	100,760	11,039	92	40,185	..	6	2,059	..	252	100,943	11,764
Other vessels ..	141	52,357	..	16	5,900	..				108	41,356	..	46	17,343	..			
American	20	8,709	..	2	538	..	22	9,247	..	13	5,217	..	7	2,925	..	20	8,142	..
French	10	3,307	..	1	297	..	11	3,604	..	8	2,690	..	3	914	..	11	3,604	..
Hamburg	74	22,675	..	4	1,297	..	78	23,972	..	52	17,007	..	26	7,449	..	78	24,456	..
Bremen	15	4,072	..	4	2,365	..	19	6,437	..	15	5,105	..	3	725	..	18	5,830	..
Dutch	9	2,783	..	1	294	..	10	3,077	..	10	3,028	..	1	476	..	11	3,504	..
Danish	14	3,429	..	3	991	..	17	4,420	..	10	2,664	..	7	1,756	..	17	4,420	..
Hanoverian	10	2,307	..	..	..	..	10	2,307	..	6	1,135	..	5	1,382	..	11	2,517	..
Norwegian	6	1,370	..	..	..	..	6	1,370	..	4	920	..	2	450	..	6	1,370	..
Prussian	4	1,560	..	2	390	..	6	1,950	..	4	1,379	..	2	571	..	6	1,950	..
Swedish	8	1,997	..	1	343	..	9	2,340	..	5	1,359	..	3	638	..	8	1,997	..
Siamese	8	3,603	..	..	..	..	8	3,603	..	7	3,382	..	..	..	..	7	3,382	..
Austrian	4	1,490	..	..	..	..	4	1,490	..	3	1,204	..	1	286	..	4	1,490	..
Lubeck	2	496	..	1	249	..	3	745	..	2	496	..	1	249	..	3	745	..
Mecklenburg	4	661	..	1	109	..	5	770	..	3	478	..	2	292	..	5	770	..
Total ..	394	139,988	..	70	26,104	..	464	166,092	..	342	127,605	..	115	37,515	..	457	165,120	..

British Consulate, Swatow, December 31, 1864.

(Signed) G. W. CAINE, *Consul.*

Return of the Imports at the Port of Swatow in the Year 1864.

Names of Articles.	Foreign Weights or Measures.	From Singapore and Straits.		From Hong Kong.		From Northern Ports of China.		Total.				
								Quantities.		Value.		
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.	
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s. d.	
Chintz	Pieces	...	...	315	1,102	...	...	315	...	1,102	261 14 6	
Cottons, dyed	,,	5	15	2,695	8,355	...	...	2,700	...	8,370	1,987 17 6	
Dimities	,,	...	...	100	150	...	...	100	...	150	35 12 6	
Drills, American	,,	20	100	794	3,970	...	...	814	...	4,070	966 12 6	
Handkerchiefs	Dozens	...	...	539	1,078	...	...	539	...	1,078	256 0 6	
Linen, fine	Pieces	4	40	345	3,450	...	...	349	...	3,490	828 17 6	
,, coarse	,,	...	...	432	2,592	...	...	432	...	2,592	615 12 0	
Muslin	,,	8	48	166	996	...	...	174	...	1,044	247 19 0	
Shirtings, grey	,,	32	160	20,954	104,770	...	...	20,986	...	104,930	24,920 17 6	
,, white	,,	6	36	8,265	49,590	...	...	8,271	...	49,626	11,786 3 6	
,, spotted	,,	...	...	320	1,120	...	...	320	...	1,120	266 0 0	
T-Cloths	,,	117	468	6,883	27,532	...	...	7,000	...	28,000	6,650 0 0	
Turkey reds	,,	150	450	260	780	...	...	410	...	1,230	292 2 6	
Velvets	,,	52	217	585	2,037	...	...	537	...	2,254	535 6 6	
Velveteens	,,	...	...	40	180	...	...	40	...	180	42 15 0	
Blankets	Pairs	...	...	143	586	...	...	143	...	586	139 3 6	
Camlets, English	Pieces	5	100	1,041	20,820	...	...	1,046	...	20,920	4,968 10 0	
,, Dutch	,,	...	...	23	585	...	...	23	...	585	138 18 9	
,, imitation	,,	105	1,050	611	6,110	...	...	716	...	7,160	1,700 10 0	
Lastings	,,	20	360	886	15,948	...	...	906	...	16,308	3,873 3 0	
Long ells	,,	...	...	1,317	10,536	...	...	1,317	...	10,536	2,502 6 0	
Spanish stripes	,,	5	100	1,115	22,300	...	...	1,120	...	22,400	5,320 0 0	
Opium, Malwa	Chests	...	...	2,163½	1,470,180	...	...	2,163½	...	1,470,180	349,167 15 0	
,, Patna	,,	2	1,300	2,213	1,438,450	...	...	2,215	...	1,439,750	341,940 12 6	
Metals—Copper-sheathing, nails, &c.	Piculs	...	...	14	560	...	...	14	16	560	133 0 0	
,, Iron, nail-rod, and bar	,,	1,652	6,608	127	508	...	...	1,779	2,117	7,116	1,690 1 0	
,, Composition	,,	...	...	74	1,184	218	5,896	292	347	7,080	1,681 10 0	
,, Lead	,,	108	540	...	...	...	...	108	128	540	128 5 0	
,, Tin	,,	765	24,480	2,901	92,832	...	...	3,666	4,365	117,312	27,861 12 0	
Cotton yarn	,,	81	5,265	2,460	159,900	...	...	2,541	3,023	165,165	39,226 13 9	
Almonds	,,	...	...	2	40	86	1,290	88	104	1,330	315 17 6	
Aniseed	,,	102	1,632	27	432	...	...	129	153	2,064	490 4 0	
Bamboo ware	,,	...	...	...	...	506	1,760	506	602	1,750	415 12 6	
Barley	,,	20	80	...	...	...	...	20	23	80	19 0 0	

Names of Articles.	Foreign Weights or Measures.	From Singapore and Straits.		From Hong Kong.		From Northern Ports of China.		Total.			
								Quantities.		Value.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s. d.
Bean-cake	Piculs ...	...	...	...	...	1,028,091	2,056,182	1,028,091	1,223,428	2,056,182	488,343 4 6
Beans and peas	,, ...	5	11	...	...	253,042	544,040	253,047	301,125	544,051	129,212 2 3
Bean-curds...	Cakes ...	...	...	...	...	36,000	650	36,000	...	650	154 7 6
Betel-nuts	Piculs ...	84	468	...	...	...	...	84	99	468	111 3 0
Bicho do mar, black	,, ...	48	2,880	190	11,400	...	...	238	283	14,280	3,391 10 0
,, white	,, ...	170	2,550	372	5,580	...	...	542	644	8,130	1,930 17 6
Birds' nests	,, ...	1	25	14	550	...	...	15	1,785	575	136 11 3
Buffalo hides	,, ...	26	169	...	...	...	...	26	30	169	40 2 9
,, from Siam	,, ...	45	292	...	...	...	...	45	53	292	69 7 0
Buffalo horns	,, ...	36	720	...	...	31	620	67	79	1,340	318 5 0
Cassia	,, ...	...	...	6	120	...	...	6	7	120	28 10 0
Camphor, Barcos	,, ...	...	...	1	2,000	...	...	1	1	2,000	475 0 0
Chestnuts	,, ...	...	...	...	...	8	36	8	9	36	8 11 0
Charcoal	,, ...	313	236	...	...	...	...	313	372	236	56 1 0
China ware, coarse	,, ...	...	...	...	...	52	260	52	61	260	61 15 0
Cinnabar	,, ...	...	...	2	80	...	...	2	2	80	19 0 0
Cloves	,, ...	5	45	...	...	...	...	5	5	45	10 13 9
Clocks	No. ...	1	5	40	100	...	...	41	...	105	24 18 9
Coal, foreign	Piculs ...	...	...	2,906	3,114	...	...	2,906	3,458	3,114	739 11 6
Cordage, Manila	,, ...	...	...	121	1,210	...	...	121	143	1,210	287 7 6
Cotton	,, ...	98	2,156	243	5,346	50,243	1,507,290	50,584	60,194	1,514,792	359,763 2 0
,, rags	,, ...	...	...	...	...	809	1,214	809	962	1,214	283 6 6
,, wadding	,, ...	...	...	...	...	47	1,410	47	55	1,410	334 17 6
Cutch	,, ...	10	40	...	...	...	...	10	11	40	9 10 0
Dates	,, ...	...	...	...	...	2,104	11,896	2,104	2,503	11,896	2,825 6 0
Deers'-horns	,, ...	...	...	...	...	10	580	10	11	580	137 15 0
Eggs, preserved	No. ...	...	...	...	...	9,500	333	9,500	...	333	79 1 9
Fans, paper	,, ...	...	...	...	...	1,741	348	1,741	...	348	82 13 0
Felt caps	,, ...	...	...	2,414	804	6,220	1,555	8,634	...	2,259	560 5 3
Fish, dried	Piculs ...	...	...	655	3,930	13	78	668	794	4,008	951 18 0
,, salt	,, ...	3	15	31	155	87	435	121	143	605	143 13 9
,, ,, from Siam	,, ...	231	1,155	...	...	...	...	231	274	1,155	274 6 3
,, skins	,, ...	98	392	...	...	...	...	98	116	392	93 2 0
,, maws	,, ...	26	1,170	4	180	...	...	30	35	1,350	320 12 6
Fire-crackers	,, ...	...	...	...	...	32	512	32	38	512	121 12 0
Flints	,, ...	1,798	2,158	...	...	...	...	1,798	2,139	2,158	512 10 6
Fruit, dried and salt	,, ...	...	...	...	...	9	27	9	10	27	6 8 3
Fungus	,, ...	...	...	20	800	439	17,560	459	546	18,360	4,360 10 0

Names of Articles.	Foreign Weights or Measures.	From Singapore and Straits.		From Hong Kong.		From Northern Ports of China.		Total.			
								Quantities.		Value.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s. d.
Gambier	Piculs	15	48	...	...	...	...	15	17	48	11 8 0
Ginseng	,,	...	...	11	1,650	...	...	11	13	1,650	391 17 6
Glass-beads	,,	1	35	18	650	...	...	19	22	685	162 13 9
Goats' hair	,,	...	...	...	...	177	1,770	177	210	1,770	420 7 6
Ground-nut cake	,,	3,547	10,641	...	...	...	...	3,547	4,220	10,641	2,527 4 9
Gum olibanum	,,	7	24	...	...	...	...	7	8	24	5 14 0
Hams	,,	...	...	9	315	51	1,785	60	71	2,100	498 15 0
Hemp	,,	...	...	...	...	1,052	31,560	1,052	1,251	31,566	7,495 10 0
Iron ware	,,	32	112	...	...	60	180	92	109	292	69 7 0
Leather	,,	18	270	37	555	...	...	55	65	825	195 18 9
Lily-flowers, dried	,,	...	...	8	112	1,911	26,754	1,919	2,283	26,866	6,380 13 6
Lily-roots	Pieces	...	...	...	...	7,400	92	7,400	...	92	21 17 0
Liquorice	Piculs	...	...	...	...	191	1,910	191	227	1,910	453 12 6
Lotus-seeds	,,	24	480	164	3,280	5	100	193	229	3,860	916 15 0
Mats	Pieces	...	...	...	...	160	6	160	...	6	1 8 6
Mangrove bark	Piculs	2,195	6,585	...	...	...	...	2,195	2,612	6,585	1,563 18 9
Manure cakes	,,	...	...	...	...	4,366	6,549	4,366	5,195	6,549	1,555 7 9
Medicines	,,	8	96	392	4,704	4,122	49,544	4,522	5,381	54,344	12,906 14 0
Melon-seeds	,,	...	...	...	...	133	665	133	158	665	157 18 9
Mirrors	No.	12	72	...	...	...	..	12	...	72	17 2 0
Mushrooms	Piculs	...	...	107	5,885	...	..	107	127	5,885	1,397 13 9
Nankeens	,,	...	...	2	180	813	48,780	815	969	48,960	11,628 0 0
Oil	,,	...	...	9	90	5,720	57,200	5,729	6,817	57,290	13,606 7 6
Paddy	,,	208	312	...	...	10	15	218	259	327	77 13 3
Pearl barley	,,	...	...	...	...	433	1,732	433	515	1,732	411 7 0
Pears	,,	...	...	...	...	174	522	174	208	522	123 19 6
Pepper, black	,,	412	3,296	...	...	...	...	412	490	3,296	782 16 0
,, white	,,	41	492	51	612	...	...	92	109	1,104	262 4 0
Pigs' skins	,,	28	392	...	...	...	...	28	33	392	93 2 0
Pongees	,,	...	...	...	...	98	24,500	98	116	24,500	5,818 15 0
Pottery	,,	...	...	36	540	...	...	36	42	540	128 5 0
Putchuck	,,	18	536	14	20	...	...	32	38	556	132 1 0
Rattans	,,	1,106	530	...	...	...	...	1,106	1,316	530	125 17 6
,, split	,,	85	565	...	...	22	155	107	127	720	171 0 0
Rhubarb	,,	...	...	...	...	21	189	21	24	189	44 17 9
Rice	,,	9,328	27,261	...	...	15,950	46,255	25,278	30,080	73,516	17,460 1 0
Rouge	Cakes	...	...	...	...	71,000	426	71,000	...	426	101 3 6
Sago	Piculs	41	205	...	...	...	...	41	48	205	48 13

Names of Articles.	Foreign Weights or Measures.	From Singapore and Straits.		From Hong Kong.		From Northern Ports of China.		Total.			
								Quantities.		Value.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s. d.
Samshoo	Piculs	...	...	...	...	1,386	15,246	1,386	1,649	15,246	3,620 18 6
Sea-weed	,,	231	1,386	...	...	...	...	231	274	1,386	329 3 6
Sessamum seed	,,	...	...	310	3,410	808	8,080	1,118	1,330	11,490	2,728 17 6
Sharks' fins, black	,,	29	870	28	840	...	...	57	67	1,710	406 2 6
,, white	,,	14	700	1	50	...	...	15	17	750	178 2 6
Sheep-skins	No.	...	...	136	340	...	...	136	...	340	80 15 0
Shell-fish	Piculs	13	65	2	40	2	80	17	20	185	43 18 9
Shoes	Pairs	...	...	...	...	4,582	1,500	4,582	...	1,500	356 5 0
Silk piece-goods	Piculs	...	...	6	4,800	40	32,000	46	54	36,800	8,740 0 0
,, raw	,,	...	...	4	800	...	...	4	4	800	190 0 0
,, thread	,,	...	...	4	120	...	...	4	4	120	28 10 0
Smalts	,,	7	175	12	300	...	...	19	22	475	112 16 3
Snuff, foreign	,,	...	...	10	280	...	...	10	11	280	66 10 0
,, native	,,	...	...	63	1,260	...	...	63	7,497	1,260	299 5 0
Tallow, animal	,,	...	...	...	...	130	1,430	130	154	1,430	339 12 6
Tea	,,	...	...	...	...	237	3,555	237	282	3,555	844 6 3
Tobacco, foreign	,,	...	...	9	270	...	...	9	10	270	64 2 6
Varnish	,,	...	...	10	400	16	640	26	30	1,040	247 0 0
Vermicelli	,,	...	...	...	...	5,562	55,620	5,562	6,618	55,620	13,209 15 0
Walnuts	,,	...	...	20	180	...	...	20	23	180	42 15 0
White nuts	,,	...	...	21	126	57	342	68	80	468	111 3 0
White wax, vegetable	,,	...	...	31	1,550	20	1,000	51	60	2,550	605 12 6
Wheat	,,	...	...	...	...	14,487	43,461	14,487	17,239	43,461	10,321 19 9
Woods, fragrant	,,	183	2,050	39	465	4	40	226	268	2,555	606 16 3
,, Kranjee	Pieces	120	196	...	...	...	...	120	...	196	46 11 0
,, red	Piculs	325	975	35	105	...	...	360	428	1,080	256 10 0
,, sapan	,,	2,050	8,200	60	240	...	...	2,110	2,510	8,440	2,004 10 0
Total	...	...	124,105	...	3,518,211	...	4,617,645	...	...	8,259,961	1,961,740 14 9

The dollar has been calculated at the exchange of 4*s.* 9*d.*
The picul is equal to 133⅓ lbs. avoirdupois. In converting piculs into cwts. the fractions have been omitted.

Swatow, December 31, 1864.

(Signed) G. W. CAINE, *Consul.*

Return of the Exports at the Port of Swatow in the Year 1864.

Names of Articles.	Foreign Weights or Measures.	To Singapore and Straits.		To Hong Kong.		To Northern Ports of China.		Total.			
								Quantities.		Value.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s. d.
Alum	Piculs	...	...	...	...	62	186	62	73	186	44 3 6
Aniseed	,,	...	...	...	...	7	112	7	8	112	26 12 0
Arsenic	,,	...	...	...	...	15	120	15	17	120	28 10 0
Bamboo leaves	,,	203	568	...	...	...	...	203	241	568	134 18 0
,, ware	,,	63	945	...	...	317	4,755	380	452	5,700	1,353 15 0
Betel nuts	,,	...	...	...	...	262	536	262	311	536	127 6 0
,, leaves	,,	...	...	55	165	610	1,830	665	791	1,995	473 16 3
Brass-ware	,,	3	150	...	...	27	1,350	30	35	1,500	356 5 0
Buffalo horns	,,	...	...	...	...	265	5,300	265	315	5,300	1,258 15 0
,, hides	,,	...	...	...	...	9	45	9	10	45	10 13 9
Candles	,,	51	714	...	...	...	...	51	60	714	169 11 6
Capoor cutchery	,,	...	...	...	...	1,123	3,931	1,123	1,336	3,931	933 12 3
Cassia	,,	...	...	19	380	1,273	25,460	1,292	1,537	25,840	6,137 0 0
Charcoal	,,	...	...	...	...	170	128	170	202	128	30 8 0
Chestnuts, water	,,	251	730	...	...	...	...	251	298	730	173 7 6
China root	,,	19	57	...	...	87	261	106	126	318	75 10 6
Chinaware, coarse	,,	6,783	33,915	...	...	3,730	18,650	10,513	12,510	52,565	12,484 3 9
Coir	,,	...	...	...	...	89	801	89	105	801	190 4 9
Copperas	,,	126	1,150	...	...	48	60	174	207	210	49 17 6
Cotton	,,	...	...	845	25,350	207	6,210	1,052	1,251	31,560	7,495 10 0
Dates	,,	78	430	...	...	...	...	78	92	430	102 2 6
Eggs, preserved	No.	...	...	...	...	2,800	98	2,800	...	98	23 5 6
Fans, feather	,,	...	...	...	...	4,150	124	4,150	...	124	29 9 0
,, paper	,,	6,550	1,310	1,303	260	159,815	31,963	167,668	...	33,533	7,964 1 9
,, palm-leaf	,,	...	...	...	...	2,000	400	2,000	...	400	95 0 0
,, silk	,,	...	...	...	...	705	70	705	...	70	16 12 6
Feathers, fowls'	Piculs	...	...	...	...	108	129	108	128	129	30 12 9
Felt caps	No.	120	40	...	...	...	...	120	...	40	9 10 0
Fire-wood	Piculs	...	...	...	...	560	196	560	666	196	46 11 0
Fire crackers	,,	166	42	...	...	...	...	166	197	42	9 19 6
Fish dried and salt	,,	240	1,316	62	372	207	1,073	509	605	2,761	655 14 9
,, skins	,,	...	...	...	...	35	140	35	41	140	33 5 0
,, shells	No.	...	...	...	...	41,985	1,679	41,985	...	1,679	398 15 3

Names of Articles.	Foreign Weights or Measures.	To Singapore and Straits.		To Hong Kong.		To Northern Ports of China.		Total.				
								Quantities.		Value.		
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.	
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s.	d.
Fish maws	Piculs ...	...	...	...	...	3	135	3	3	135	32 1	3
Flooring tiles	No. ...	54,100	163	...	...	...	...	54,100	...	163	38 14	3
Fruits, dried and salt	Piculs ...	524	1,572	98	294	253	759	875	1,041	2,625	623 8	9
Galangal	,, ...	...	...	...	...	458	2,061	458	545	2,061	489 9	9
Ginger	,, ...	13	39	...	...	1,180	3,540	1,193	1,419	3,579	850 0	3
Glue	,, ...	2	20	14	140	...	...	16	19	160	38 0	0
Grass-cloth, fine	,, ...	1	95	...	...	29	2,755	30	35	2,850	676 17	6
,, coarse	,, ...	11	605	...	...	1,142	62,810	1,153	1,372	63,415	15,061 1	3
Gypsum	,, ...	11	16	...	...	...	...	11	13	16	3 16	0
Hemp	,, ...	6	108	205	6,150	1,768	53,040	1,979	2,355	59,298	14,083 5	6
,, thread	,, ...	266	6,650	2	50	...	...	268	318	6,700	1,591 5	0
Indigo, dry	,, ...	...	...	...	...	1	5	1	1	5	1 3	9
,, liquid	,, ...	...	...	...	...	1,626	3,252	1,626	1,934	3,252	772 7	0
Joss-sticks	,, ...	713	2,852	...	...	35	175	748	890	3,027	718 18	3
Kittysols	No. ..	6,375	893	...	...	2,000	280	8,375	...	1,173	278 11	9
Lead	Piculs ..	...	...	...	...	73	365	73	86	365	86 13	9
,, white and red	,, ...	...	...	...	...	26	260	26	30	260	61 15	0
Leather	,, ...	1	15	...	...	499	9,980	500	595	9,995	2,373 16	3
Lily-flowers, dried	,, ...	84	1,176	...	...	6	84	90	107	1,260	299 5	0
Liquorice	,, ...	22	220	...	...	...	...	22	26	220	52 5	0
Lucraban seed	,, ...	...	...	...	...	21	63	21	24	63	14 19	3
Maccaroni	,, ...	666	6,660	...	...	...	...	666	792	6,660	1,581 15	0
Manis scales...	,, ...	...	...	...	...	2	80	2	23	80	19 0	0
Mangrove bark	,, ...	...	...	...	...	329	987	329	391	987	234 8	3
Mats	No. ...	17,575	703	...	...	2,139	85	19,714	...	788	187 3	0
Medicine	Piculs ...	238	1,428	21	126	509	3,054	768	913	4,608	1,094 8	0
Melon-seeds	,, ..	29	145	...	...	...	...	29	34	145	34 8	9
Nut-galls	,, ...	...	...	...	...	2	26	2	2	26	6 3	6
Olives	,, ...	818	2,454	...	...	16	48	834	992	2,502	594 4	6
Oranges	,, ...	1,934	4,835	475	1,187	98	245	2,507	2,983	6,267	1,488 8	3
Orange peel	,, ...	...	...	...	...	540	1,080	540	642	1,080	256 10	0
Paper, 1st quality	,, ...	1,542	6,940	61	274	3,416	15,332	5,019	5,972	22,546	5,354 13	6
,, 2nd ,, ...	,, ...	1,928	4,338	...	...	28,579	64,302	30,507	36,303	68,640	16,302 0	0
Pease	,, ...	177	380	496	1,066	...	...	673	818	1,446	343 8	6
Pewter-ware	,, ...	...	...	...	...	2	50	2	2	50	11 17	6
Poles...	No. ...	...	...	...	...	4,434	2,217	4,434	...	2,217	526 10	9
Potatoe flour	Piculs ...	116	438	...	...	2,284	6,852	2,430	2,891	7,290	1,731 7	6
Pottery	,, ...	591	887	...	...	615	922	1,206	1,435	1,809	429 12	9

Names of Articles.	Foreign Weights or Measures.	To Singapore and Straits.		To Hong Kong.		To Northern Ports of China.		Total.				
								Quantities.		Value.		
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Foreign Money.	English Money.	
			Dollars.		Dollars.		Dollars.		Cwt.	Dollars.	£ s.	d.
Prawns, dried	Piculs	...	...	...	...	208	3,120	208	247	3,120	741 0	0
Preserves	,,	56	560	...	...	1,167	11,670	1,223	1,455	12,230	2,904 12	6
Putchuck	,,	...	...	...	...	10	20	10	11	20	4 15	3
Rattan-ware	,,	9	90	...	...	189	945	198	235	1,035	245 16	0
Red rice	,,	35	210	...	...	69	414	104	123	624	148 4	6
Rice	,,	...	...	...	...	6,329	18,354	6,329	7,531	18,354	4,359 1	9
Resin	,,	...	...	...	...	95	225	95	113	285	67 13	9
Samshoo	,,	...	...	15	165	...	...	15	17	165	39 3	9
Shoes	Pairs	1,769	1,769	...	...	37,196	37,196	38,965	...	38,965	9,254 3	9
,, straw	,,	250	25	...	...	...	...	250	...	25	5 18	0
Shells	Piculs	...	...	...	...	48	144	48	57	144	34 4	0
Shell-fish, dried	,,	82	164	...	...	...	...	82	97	164	38 19	0
Sugar, white	,,	...	...	...	...	329,662	2,472,465	329,662	392,297	2,472,465	587 21	9
,, brown	,,	2,042	9,699	...	...	349,988	1,662,443	352,030	418,915	1,672,142	397,133 14	6
Tea	,,	57	855	...	...	15	225	72	85	1,080	256 10	0
Tobacco	,,	...	...	...	...	6,512	195,360	6,512	7,749	195,360	46,398 0	0
,, leaf	,,	...	...	...	...	779	6,622	779	927	6,622	1,572 11	6
Varnish	,,	47	1,880	...	...	...	...	47	55	1,880	446 10	0
Vegetables, dried and salt	,,	7,522	22,566	...	...	63	189	7,585	9,026	22,755	5,404 6	3
Vegetable seed	,,	...	...	995	4,478	4	18	999	1,188	4,496	1,067 16	0
Vermillion	,,	2	80	...	...	41	1,640	43	51	1,720	408 10	0
Vermicelli	,,	34	340	...	...	...	...	34	40	340	80 15	0
Vinegar	,,	973	2,919	...	...	27	81	1,000	1,190	3,000	712 10	0
Wax, white	,,	...	...	...	...	5	250	5	5	250	59 7	6
Total Value	...	...	125,156	...	40,467	...	4,751,892	...	...	4,917,505	1,167,907 8	3

Swatow, December 31, 1864.

(Signed) G. W. CAINE, *Consul.*

NOTE.—The dollar has been calculated at the exchange of 4*s.* 9*d.* The picul is equal to 133⅓ lbs. avoirdupois. In converting piculs into cwts. the fractions have been omitted.

No. 14.

Consul Fittock to Mr. Wade.

(Extract.) *Ningpo, November* 29, 1864.

I HAD the honour to receive your circular despatch of the 28th of October, in which Her Majesty's Consul is informed that discredit is necessarily attached to those Consular Officers who have neglected to forward the Trade Returns. Yet it was clearly impossible to prepare them in an office so short-handed as this has been; and, so far as I can ascertain, no Commercial Reports or Returns have been prepared at Ningpo during the past three or four years, notwithstanding that the trade has increased enormously, as the following figures will show:—According to the Returns of 1859, the latest on record in the office, the number of vessels of all nations that entered the port was 293, representing a tonnage of 45,305 tons, while in the year 1863 the number had increased to 1,554, of 252,587 tons. In like manner the imports and exports, which in 1859 did not exceed together 1,500,000 dollars at the outside, in 1863 amounted to 23,000,000 dollars in round numbers: and there is reason to believe that these figures, large as they are, will be exceeded when the results of the present year's trade are published.

No. 15.

Consul Knox to Earl Russell.—(Received May 19.)

My Lord, *Bangkok, March* 31, 1865.

I HAVE the honour to forward the Returns of trade of this port for the year ended December 31st, 1864.

I have, &c.

(Signed) THOMAS GEORGE KNOX.

Inclosure in No. 15.

Commercial Report for the Port of Bangkok for 1864.

DURING the last three years the tonnage cleared at this port has been as follows:—

	Total Tonnage.	British Tonnage.
1862	132,138	26,817
1863	115,914	28,603
1864	171,335	54,771

Thus 1864 shows a large increase in the amount of tonnage cleared at this port. British shipping has fully availed itself of this advantage, the amount employed being very nearly double the average of the last five years.

The large demand for rice in China, together with the almost total disappearance of United States' shipping from these waters, account in a great measure for the extended employment of British vessels.

There has also been a considerable augmentation in the tonnage of Hanseatic vessels employed at this port.

In 1863 the total tonnage was 8,948, which in 1864 has risen to 21,124. These vessels are peculiarly well adapted for this trade, as, having been built with a flat floor and a good amount of beam, they are able to carry their cargoss on a light draught of water. Thus vessels of a considerable carrying capacity are able to load inside the river, and the cargoes are saved the extra expense incurred when conveyed in lighters to those vessels that have to load outside the bar.

The average depth of water on the bar at spring tides is 12 feet 6 inches. The charge for lighterage to vessels loading outside is 7 cents of the dollar per picul of 133 lbs.

The Siamese shipping employed during the last three years has been as follows :—

	1862.	1863.	1864.
Vessels ..	126	104	134
Tonnage ..	47,078	37,981	51,431

Many of these vessels have been constructed in Bangkok by native carpenters. Those built during the last four or five years are fully equal to the average of European vessels.

They are built of teak and well coated with chunam under the copper; although their planking is only fastened to the timber by spike nails, yet there are very few instances, even where they have met with typhoons, that they have damaged their cargoes.

The remainder of the vessels owned by Siamese have been purchased from foreigners.

The principal qualities looked for are a good carrying capacity, with a light draft. During the past year the following vessels have been at this port :—

Name.	Flag.	Foreign Name.	Tons.
Hera	American ..	Fairy	572
Kum Rye ..	Ditto	Jas. Lawrence ..	251
Maria	British	Maria Gambrill ..	852
Penguin	Ditto	Penguin.. ..	197
Star of Peace ..	American ..	Star of Peace ..	..

There are now five steam-tugs and lighters employed in towing vessels to and from the bar. Three of them belong to an American firm, one to a Siamese, and the other is a British vessel, lately built at Liverpool, and the property of the Captain.

Imports.

The imports for the last three years have been :—

	1862.	1863.	1864.
Goods imported ..	360,601	614,142	793,999
Gold	99,972	56,118	100,496
Silver..	127,085	116,335	273,202
Total	587,658	786,595	1,167,597

This Table shows that in 1864 the imports have exceeded those of the two preceding, as, indeed, they have of all former years. There is, however, nothing further remarkable in the increase, as all the articles usually imported into Siam have fairly shared in it. As most of the goods have been imported from Singapore, it is impossible to state exactly their nationality, but from a glance at the Table it can easily be inferred that by far the greater and more valuable part are of British origin.

Exports.

Rice.—The export of rice during the year 1864 amounted to 125,507 tons.

The increased demand for this grain in China has already led to an extension of its cultivation, and will doubtless lead to more. The price at which it sells is ruled entirely by the demand in China, and the growers, who usually bring their own produce to market, must have realized very large profits during the last few years.

The average price during the last year has been 300 per cent. higher than it was before the Treaty of 1855. The land on which the seed is sown belongs to the King, and the rent charged is 2*l.* 10*s.* per acre. In good seasons the return from the seed is ninety-fold.

There is no system of irrigation, the natives trusting entirely to the rains or the overflowing of the rivers for the necessary moisture.

Manure is not used, and the fields are seldom left fallow. The ground is, therefore, not so productive as it could be made, nor is new land brought into cultivation at the rate which might be expected.

The extended cultivation has been merely on the land which was formerly allowed to remain fallow. Thus, a person having, say ten acres, used formerly to cultivate five, and leave the reast fallow for that year; now he cultivates the whole ten yearly. The land in the vicinity of the rivers and canals is now mostly taken up; but there can be little doubt, that owing to the increased fertility of the new land, it will be found profitable to cultivate it. The constant employment of the same ground, as above alluded to, will also necessitate new land being brought into cultivation.

Only one crop is sown in the year.

Teak.—The Siamese Government have now withdrawn all obstacles placed in the way of foreigners who wished to engage in the inland teak trade. They have also allowed foreigners to rent and work the jungles in which the teak trees grow.

I have, therefore, no doubt but that a very large trade in this timber will spring up during the next two or three years.

Bangkok possesses some considerable advantages over Maulmain as regards the facility with which the timber can be brought down to it. I have also been informed by those who have visited the forests from which Maulmain is supplied, as also the forests from whence the timber is brought to Bangkok, that in the latter the trees are both more abundant and of a larger size. This last fact is one of considerable importance, as, I believe, good lengths of teak plank, say 60 to 70 feet, are much required in England. There is here no difficulty in finding trees of large girth, of even greater lengths than that above stated.

Their transport from the spot where the trees are felled to the water, by which they are brought down to Bangkok, is the great difficulty. At present the sole means used for dragging timber in the forests is by elephants. These animals are not even assisted by blocks or pulleys, which, it appears to me, would much facilitate their work at a heavy pull, as would rollers, and, doubtless, many other expedients as yet hitherto unemployed. Whether steam-power could be profitably used is a question which will doubtless be solved before long, but the great inequalities of the ground will, I fear, militate much against it. Those foreigners who have obtained leave to work a jungle have a certain tract made over to them, and the payment agreed upon is two rupees for each tree felled.

In order to work a jungle properly an outlay of about 4,000*l.* would be requisite for the purchase of elephants, hire of labour, &c.

Those that have not so large a capital at their disposal could enter into

contracts with the Chiefs of the different districts, who, having much manual and elephant labour at their disposal, will, I am sure, be found willing to bring the logs to the water and hand them over to the purchaser at the rates agreed on. In Siam proper the jungles are under the superintendence of the Governors of the districts; in the Laos provinces they are the private property of the Chiefs, of whom there are five or six in each province.

There are numerous other descriptions of wood in Siam applicable to ship building, but with the exception of "mai takien," the prices are as high as that given for teak, and the great ease with which the latter is worked, together with its well known character for durability, will always give it the preference.

The "mai takien" above alluded to can be had in lengths up to 90 feet. It is a very durable wood, particularly under water, is easily worked, and its elasticity is such that 2-inch planks can be fastened on to the timbers of vessels without the necessity of steaming it. It is to be had in great abundance all along the coast. The present price is high, as the business of bringing it to Bangkok is entirely in the hands of Chinese. The profit which they reap from the transaction must be great, as they charge exactly 100 per cent. more for it in Bangkok than it can be bought at even forty miles distant down the coast.

Sugar.—For many years past the production of sugar has been gradually decreasing in Siam. The heavy taxation to which, in all stages of its production, this article was subjected, is undoubtedly the main cause of its decrease.

This can be easily understood when it is known that the land on which it was grown, the cane itself, the mills and boilers used in its manufacture, and the boats in which it was brought to Bangkok, all and each were taxed, and that not lightly. These taxes, after repeated applications from this Consulate and other quarters, have at last been taken off, with the exception of that on the land, which is 2*s.* 10*d.* per acre, and that on the boats is collected on all boats, however employed.

Within the last three months a large steam sugar mill has been erected in the Na-chon-chaise district. The native sugar manufacturers are, I believe, now aware of the great advantage it possesses over their own mills, therefore others will probably be ordered. I am informed by those who ought to well capable of giving an opinion that the land in the Na-chon-chaise district is peculiarly well adapted for the growth of the cane, and, as the same soil prevails over a very large surface, there is no valid reason why Siam should not take high rank amongst the sugar-producing countries of the world. The cane is that known as the Salangore cane.

Cotton.—It is very difficult to obtain any reliable information as regards the extent of the cultivation of cotton in Siam.

This country, like most others in the East, is doubtless capable of producing large quantities of the plant, and it is merely a question as to whether its cultivation will give a higher profit to the growers than many other articles which the soil is also able to produce. Under the present high prices it probably does, and the fact that the amount brought down to Bangkok in 1864 was 13,000 piculs of clean and 7,000 unclean against 7,200 of the former and 4,550 of the latter in 1863 may be taken as evidence thereof. This cotton was grown at a considerable distance from Bangkok, in the northern part of Siam, and Chinese emigrants from the Island of Hainan are the principal, if not the sole, cultivators.

From the information I have been able to obtain (for I have never visited the district myself), both the cultivation of the plant itself and the means employed in picking and cleaning the cotton are of the rudest

description. A patch of jungle is cleared, generally a new one every year, whereby much good timber is destroyed. The ground is lightly hoed, and the seed sown broadcast at the time that rain is expected.

Nothing further seems to be done until the plant has grown up. There is a small quantity of cotton, about 3,000 piculs, grown in Samui, an island in the Gulf of Siam, but so quiet has this been kept by the Chinese that it was unknown to any European in the place until one month since, when it was discovered by a person whom I had sent there to get information. It has hitherto been exported to Hainan.

As it is hardly probable that the present high price of cotton will long continue, as the article grown in this country is of an inferior description, and could not be improved without a considerable expenditure of capital and labour, neither of which requisites are likely to be available in this country, at least for some time to come, I think it may be safely concluded that the supply of cotton from Siam will not be for many years of any importance.

Siam has many other productions, but, with the exception of sapan wood, of which the supply is large, the amount produced has hitherto been small, which may in some measure be taken as a proof that to supply them is not found sufficiently profitable to induce much labour to be employed in the business. I therefore think that for some time to come the principal productions of Siam will be found to be rice, sugar, and teak.

The production of the rice, as I have before stated, has much increased, and the export trade in this article has become one of considerable importance.

I believe this in a great measure arises from the fact that when the Treaty of 1855 was made, it was agreed that the duty on this article should be paid by the exporters. The tax-gatherers have thus had to deal with Europeans who would not be imposed upon, and the native producers were freed from these harpies.

It is otherwise with sugar, which was subjected to an inland duty levied on the manufacturers, who, doubtless, are often imposed upon.

With regard to teak no provision was made, and it therefore became a monopoly in the hands of one of the King's brothers, who so dealt with the matter that during the last three years the supply has been very far short of the demand. I have prevailed on the Siamese Government to allow foreigners to embark in the business of bringing timber to Bangkok, paying a duty of 20 per cent. of its value on arrival at Bangkok, and I have great hopes of seeing a very flourishing trade spring up. Until the present any large logs were seized for the King, and the Governors of the towns on the river by which the timber passed were also in the habit of taking a log or two from each raft for their own use.

Population.—The population of Siam Proper can only be guessed at; but I imagine it must be about 4,000,000. It consists of native Siamese, Chinese, Cochin Chinese, Laos, Pequans, Burmese, and Malays.

With the exception of the Siamese and Chinese, the others are descendants of the prisoners taken by the Siamese armies in former times. Of these various peoples the Chinese seem to me to be the only one at present on the increase. Far more industrious than the rest, the women prefer them as husbands, and as they do not exact the same amount of work from their wives that a Siamese husband would do, the mother has more time to attend to her offspring.

The consequence is, that more of their children arrive at the age of maturity than those of the Siamese and other inhabitants of this country.

The female descendants of this race are in dress and appearance similar to the Siamese; the males, growing the Chinese tail and dressing similar to their fathers, are not easily distinguished from the native Chinaman.

From this breed have sprung the native merchants of Siam, who are also for the most part the farmers of the revenue.

The European and American residents in this place are in number about 200 persons.

There are eight mercantile houses, two ship chandlers, three steam rice-mills, and two steam-tug proprietors. Besides these there are twenty-two firms managed by natives of Surat and Bombay, some of which have considerable capital at their disposal; and also a large number of Madrassers, principally from the neighbourhood of Pulicat and Nagore, engaged as shopkeepers in Bangkok and some of the large towns of Siam, as well as doing a pedlar business throughout the country.

I had hoped to have had a table of the different taxes levied in Siam ready for this Report. They are, however, so numerous, and I may say in a measure so undefined, though not unfelt, that I have been as yet unable to thoroughly complete it. I will, therefore, content myself with stating that the natives of Siam are, I am certain, more heavily taxed than any other people in the world.

There is a carpenter now working in the room in which I am now writing, and this is his story which I know to be true. He is the descendant of parents who were taken prisoners in a raid made by the Siamese into Saooy about forty years ago. He is, therefore, what is called the King's slave. He receives from the Royal Treasury the sum of sixteen ticals (2*l.*) a year. For this he owes four months' service in the year.

The right to employ this man's service has been given to one of the King's officers, and to this officer the carpenter pays twenty-four ticals (3*l.*) a year. He therefore pays a personal tax of 1*l.* sterling a year. He has a small garden in which there are five durian trees; on each of these trees he pays a yearly tax of one lical, besides taxes on other trees, amounting to two ticals and a-half a year. He therefore pays on the produce of a garden, not an acre in extent, the sum of 19*s.* 3*d.* a year. He keeps a boat in which his wife takes the produce of this garden to market. This boat is 18 feet long, and he therefore has to pay a tax of 7*s.* 6*d.* a year on the boat. When his wife gets to market and has sold her fruit, &c., she finds that everything in the way of eatables which she has to purchase for her husband is also taxed, in some cases 30 per cent.

The greatest evil of all, however, is the Government gambling shops, which are planted all over the place, and where nine-tentths of the people lose the little savings their rulers have left them.

(Signed) THOMAS GEORGE KNOX.

Bangkok, March 31, 1865.

(No. 1.)—Return of British Shipping at the Port of Bangkok during the Year 1864.

Direct Trade in British Vessels from and to Great Britain and the British Colonies.

Entered.									Cleared.								
Whence Arrived.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Whither Bound.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
England	1	...	1	441	...	441	16	17,920	England	1	...	1	231	...	231	10	5,257
Bombay	1	...	1	891	...	891	68	4,492	Bombay	1	...	1	266	...	266	11	6,250
Singapore	35	11	46	11,241	5,356	16,597	728	172,700	Singapore	19	6	25	5,873	2,918	8,791	505	51,430
Hong Kong	23	60	83	8,812	21,849	30,661	1,331	47,198	Hong Kong	78	...	78	29,498	...	29,498	1,174	400,478
Melbourne	...	1	1	...	607	607	17	4,375									
	60	72	132	21,385	27,812	49,197	2,160	246,685		99	6	105	35,868	2,918	38,786	1,700	463,415

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.									Cleared.								
Whence Arrived.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Whither Bound.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Ports of China	...	11	11	...	3,560	3,560	166	...	Ports of China ...	27	...	27	9,835	...	9,835	511	90,555
Yokohama	...	1	1	...	325	325	11	...	New York	1	...	1	607	...	607	17	3,923
Kamput	1	...	1	151	...	151	15	938	Java	12	...	12	4,732	...	4,732	189	48,975
Singora	...	2	2	...	744	744	39	...	Macao	3	...	3	811	...	811	32	9,946
Macao	2	...	2	517	...	517	22	3,130									
	3	14	17	668	4,629	11,297	253	4,068		43	...	43	15,985	...	15,985	749	153,399

British Consulate, Bangkok, March 31, 1865.

(Signed) THOMAS GEORGE KNOX, *Consul.*

(No. 2.)—Return of British and Foreign Shipping in the Port of Bangkok during the year 1864.

Nationality of Vessels.	Entered.										Cleared.									
	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.		Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
										£										£
British	63	22,053	976	86	32,592	1,369	147	54,645	2,413	250,753	142	51,853	2,294	6	2,918	155	148	54,771	2,449	616,814
Belgian	2	622	22	1	403	16	3	1,025	38	...	3	1,025	38	...	...	...	3	1,025	38	?
Danish	7	1,660	76	25	6,518	265	32	8,178	341	...	31	8,010	332	...	...	...	31	8,010	332	66,391
Dutch	5	1,242	107	4	1,336	53	9	2,578	160	...	6	3,284	118	...	...	...	6	3,284	118	6,775
French	4	1,085	49	3	2,659	84	7	3,744	133	17,008	9	2,578	160	...	...	...	9	2,578	160	?
Hanoverian	7	1,657	80	8	2,279	112	15	3,936	192	...	14	3,699	179	...	...	...	14	3,699	179	?
Hanseatic	37	9,879	424	38	11,245	463	75	21,124	897	...	70	19,537	832	5	1,587	65	75	21,124	897	?
Norway and Sweden ...	...	...	...	12	3,896	144	12	3,896	144	...	12	3,896	144	...	...	...	12	3,896	144	22,334
Oldenburg	1	194	11	3	1,100	52	4	1,294	63	...	3	953	39	1	340	24	4	1,293	43	8,648
Mecklenburg	1	293	16	...	...	...	1	293	16	...	1	293	16	...	...	...	1	293	16	1,625
Prussian	1	433	10	4	770	47	5	1,203	57	...	1	286	11	...	...	...	1	286	11	1,825
Austrian	...	...	...	1	286	11	1	286	11	...	5	1,203	57	...	...	...	5	1,203	57	—
United States	2	1,851	33	7	3,163	56	9	5,014	89	19,275	9	6,628	177	2	695	20	11	7,323	197	48,350
Russian	1	202	10	...	...	...	1	202	10	...	...	...	...	1	202	10	1	202	10	—
Siamese	134	51,431	?	...	...	...	134	51,431	?	...	97	60,695	?	4	1,653	?	101	62,348	?	562,500
	265	92,602	1,814	192	66,247	2,672	457	158,849	4,564	...	403	163,943	4,399	19	7,395	274	422	171,335	4,650	—

British Consulate, Bangkok, March 31, 1865.

THOMAS GEORGE KNOX, *Consul.*

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(No. 3.)—RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Bangkok, in the Year 1864.

Nationality of Vessels.	Entered.						Cleared.					
	Direct Trade.		Indirect Trade.		Total.		Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Belgian	..	..	3	1,025	3	1,025	..	..	3	1,025	3	1,025
Danish	..	..	32	8,178	32	8,178	..	..	31	8,010	31	8,010
Dutch	1	438	8	2,140	9	2,578	7	1,888	2	690	9	2,578
French	3	879	4	2,865	7	3,744	..	..	6	3,284	6	3,284
Hanoverian	..	..	15	3,936	15	3,936	..	..	14	3,699	14	3,699
Hanseatic	..	..	75	21,124	75	21,124	..	..	75	21,124	75	21,124
Norway and Sweden	..	..	12	3,896	12	3,896	..	.	12	3,896	12	3,896
Oldenburg	..	..	4	1,294	4	1,294	..	..	4	1,294	4	1,294
Mecklenburg	..	..	1	293	1	293	..	..	1	293	1	293
Prussian	..	..	5	1,203	5	1,203	..	..	5	1,203	5	1,203
Austrian	..	..	1	286	1	286	..	..	1	286	1	286
United States	..	..	9	5,014	9	5,014	4	2,734	7	4,589	11	7,323
Siamese	134	51,431	(?)	..	134	51,431	97	40,371	..	..	97	40,371
Russian	..	..	1	202	1	202	..	..	1	202	1	202
Total	138	52,748	170	51,456	308	104,204	108	44,993	162	49,595	270	94,588

British Consulate, Bangkok, March 31, 1865. (Signed) THOMAS GEORGE KNOX, *Consul.*

(No. 4.)—Return of Imports into the Port of Bangkok, during the Year 1864.

	From Singapore and Batavia.		From Hong Kong.		From China.		From India.		From Europe.		From Coast.		Total Quantity.	Total Value.	
	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Mexican Dollars.	Sterling.
		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.			£
White shirtings ... ... corges ...	2,057	189,962	123	13,232	...	...	...	...	...	...	...	...	2,180	203,184	42,330
Grey „ ... ... bales ...	1,841	323,250	165	44,951	...	...	...	...	...	...	1	182	2,007	368,383	76,746
Figured „ ... ... corges ...	344	34 719	77	8,800	...	...	...	...	...	...	...	...	421	43,519	9,067
Coloured piece-goods ... packages ...	229	27,834	...	...	...	...	...	...	...	...	...	...	229	27,834	5,799
Turkey red cloth . ... corges ...	192	11,775	48	2,794	...	...	...	...	...	...	...	...	240	14,569	3,035
Long cloth . ... „ ...	164	17,606	...	...	...	...	...	...	...	...	...	...	164	17,606	3,668
T-cloth ... ... bales ...	51	14,905	20	4,400	...	...	...	...	...	...	...	...	71	19,305	4,022
Prints and chintz . ... corges ...	145	8,041	...	...	...	...	...	...	...	...	...	...	145	8,041	1,675
Madapollams ... ... „ ...	257	10,866	...	...	...	...	...	...	...	...	...	...	257	10,866	2,264
Canvass ... ... bales ...	85	11,212	4	770	...	...	...	...	...	...	...	...	89	11,982	2,496
Cambrics ... ... corges ...	668	21,316	...	...	...	...	...	...	...	...	...	...	668	21,316	4,441
Muslins and jaconets ... „ ...	1,360	14,312	...	...	...	...	...	...	...	...	...	...	1,360	14,312	2,982
Chowls ... ... bales	504	125,461	...	...	...	...	38	7,733	2	660	...	...	544	133,854	27,891
Handkerchiefs ... ... corges ...	1,636	2,560	150	269	...	...	...	...	...	...	...	...	1,786	2,829	589
Miscellaneous piecegoods. packages ...	553	77,653	161	16,040	45	2,742	...	...	...	...	8	423	767	96,858	20,179
Broad cloth ... ... bales	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woollen goods ... ... „	121	20,654	1	71	...	...	...	...	...	...	...	...	122	20,725	4,317
Red twist . ... „	182	40,304	...	...	...	...	...	...	...	...	...	...	182	40,304	8,397
White ditto ... ... „	432	99.249	...	...	...	...	...	...	...	...	1	292	433	99,541	20,738
Yellow and green twist . „	146	22,847	...	...	...	...	...	...	...	...	...	...	146	22,847	4,760
Raw silk ... ... piculs ...	...	..	...	...	20	6 849	...	...	...	...	2	427	22	7,276	1,516
Hardware . .. ... packages ...	1,110	20,595	241	5,874	455	12,392	142	1,080	5	230	150	871	2,133	41,042	8,550
Iron ... ... piculs ...	8,718	27.901	672	1,478	...	...	4,018	11,866	270	880	36	101	13,714	42,226	8,797
Steel ... ... kegs	592	2,433	...	...	...	...	50	356	...	...	...	...	642	2,789	581
Machinery ... ... packages ...	287	9,516	6	723	...	...	...	...	191	68,640	...	...	484	78,879	16,432
Muskets ... ... corges ...	617	20,634	...	...	...	...	...	...	...	...	...	...	617	20,634	4,299
Glass-ware ... ... cases	1,420	28,518	283	4,430	2	13	...	...	34	894	...	...	1,739	33,855	7,053
Copper, metal sheathing, &c. ... ... „	375	44,257	2	345	...	...	...	...	...	...	...	...	377	44,602	9,292
Crockery ... ... packages ...	2,977	14.473	9,500	46,313	26,700	49,020	...	...	91	1,192	5	39	39,273	111,037	23,133
Coal ... ... tons	4,510	49,663	228	2,233	...	...	...	...	...	...	...	...	4,738	51,896	10.812
Brass and copper-ware ... packages ...	358	10,979	3,192	158,592	942	15,130	5	660	...	...	7	188	4,504	185,549	38,656

	From Singapore and Batavia.		From Hong Kong.		From China.		From India.		From Europe.		From Coast.		Total Quantity.	Total Value.	
	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Value.	Cases, Bales, Packages, &c.	Mexican Dollars.	Sterling.
		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.			£
Jewellery and precious stones	...	23,277	...	...	...	...	...	...	...	...	...	...	...	23,277	4,849
Mat bags ... ... number ...	1,114,804	38,789	317,860	27,380	260,020	9,970	...	...	...	...	1,898,249	66,360	4,090,933	142,499	29,687
Mats ... ... ,, ...	62,846	11,627	72	9	228,081	17,129	...	...	...	...	92,938	8,137	383,937	36,902	7,688
Opium ... ... chests ...	325	192,606	18	10,147	19	10,690	...	...	...	...	2	1,400	364	214,843	44,759
Dates ... ... piculs ..	793	2,505	...	...	...	...	...	...	...	...	...	...	793	2,505	522
Ship chandlery ... ... packages ..	1,441	17,747	54	229	...	...	110	264	200	660	...	...	1,805	18,900	3,938
Biscuits ... ... cases . ..	146	2,591	10	136	...	...	...	...	67	603	...	...	223	3,330	694
Liquors ... ... cases & barls.	18,837	36,854	657	3,299	...	...	...	...	1,163	4,567	...	...	20,657	44,720	9,317
Tin . ... piculs ...	810	5,066	180	1,821	...	...	63	386	...	...	2,710	73,696	3,763	80,969	16,869
China goods ... ... packages ..	731	5,230	35,364	290,302	28,400	107,694	...	...	1	26	...	...	64,496	403,252	84,011
Silk chowls ... ... pieces ...	...	401	19,274	136,426	530	3,488	...	...	...	...	...	...	24,954	122,868	25,598
Crapes ... ... ,, ..	6	47	24,424	119,380	553	3,718	...	...	...	...	...	...	19,833	140,191	29,206
Silk . ... ,, ...	1,821	12,852	34,007	254,073	4,167	18,641	...	...	...	...	...	...	39,995	285,566	59,493
Gold thread ... ... cases ...	6	787	49	6,095	81	4,109	...	...	...	...	1	41	137	11,032	2,298
Sundries ... ... packages ...	16,664	138,076	5,587	33,125	1,366	10,210	657	2,911	663	10,464	49,701	269,771	74,638	464,557	96,788
Cutlery ... ... ,, ...	270	9,480	224	7,619	38	603	...	...	1	19	...	...	533	17,721	3,692
Mexican dollars ... ... ,, ...	...	945,961	...	351,412	...	10,500	...	...	...	...	...	2,500	...	1,311,373	273,203
Gold leaf ... ... ,, ...	...	145,905	...	313,376	...	23,000	...	...	...	...	...	100	...	482,381	100,496
Fancy goods ... ... cases ...	3	401	...	...	...	...	...	...	...	...	...	...	3	401	84
	...	2,893,296	...	1,866,134	...	305,898	...	25,256	...	88,835	...	425,528	...	5,604,947	1,167,697

British Consulate, Bangkok, March 31, 1865.

(Signed) THOMAS GEORGE KNOX, *Consul.*

(No. 5)—RETURN of Exports in Foreign and Native Vessels from Bangkok, during the Year 1864.

	Piculs.	Ticals.	£ Sterling.
Rice	2,409,748	7,229,244	903,630
Sugar..	89,261	892,610	111,576
Sapan wood	97,490	194,980	24,372
Paddy	40,678	110,940	13,876
Pease..	979	4,384	5,485
Silk	927	251,020	31,375
Tin	1,007	38,266	4,783
Seel seed	26,927	107,708	13,463
Hemp	816	13,827	1,728
Hides..	4,197	41,477	5,185
Horns	3,966	32,694	4,087
Salt	148,121	80,796	10,099
Salt fish	126,136	452,272	56,534
Mussels	4,929	49,290	6,161
Teak	9,806	120,930	15,116
Rosewood	20,857	41,714	5,214
Gum Benjamin.. ..	223	28,990	3,624
Ivory..	121	38,115	4,764
Cotton	19,290	771,760	9,645
Lukraban seed	2,117	4,234	529
Cardamums	1,265	94,875	11,859
Gamboge	89	6,293	787
Mangrove bark.. ..	7,122	7,122	890
Pepper	23,752	355,280	44,810
Sticklac	13,331	226,627	28,328
			1,317,922

(Signed) THOMAS GEORGE KNOX, *Consul.*

British Consulate, Bangkok, March 31, 1865.

PALL MA

COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA AND JAPAN.

1864.

Presented to both Houses of Parliament by Command of Her Majesty.
July 1865.

LONDON:
PRINTED BY HARRISON AND SONS.
1865.

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No. 16.

Consul Robertson to Mr. Hammond.—(*Received May* 31.)

Sir, *Canton, April* 13, 1865.

I HAVE the honour to forward Returns of the trade of the Portuguese Settlement at Macao, in China, consisting of—

1st. A General Report, with Return, of the import and export trade, with the estimated value thereof.

2nd. Report of British and Foreign Shipping.

3rd. Report of the number of emigrants despatched, during the year 1864, to Peru and Cuba.

These Returns were furnished by Senhor E. L. Lança, British Consular Agent at Macao, with a request that I would forward them for the information of Her Majesty's Government.

I have, &c.

(Signed) D. B. ROBERTSON.

Inclosure in No. 16.

Report of Trade at the Port of Macao during the Year ending December 31, 1864.

NOTWITHSTANDING this being a free port, I have succeeded to make up a Return of Trade for the year, owing to the new Regulations established by his Excellency the Governor of Macao, by which agents of vessels arriving at and departing from this port are called upon to furnish to the Harbour-Master's Office an abstract of manifest of such cargoes imported and exported by said vessels, with the estimated value of same, which are published in the Government Gazette or "Boletim do Governo." It will be observed that the import and export trade for the year amount to 6,327,520 and 4,769,712 dollars respectively, not including the trade carried on by native boats plying between this and Hong Kong, as well as Canton river ports, which is considerable. The former consists mostly of china, sundry goods imported from the West Coast, and exported to the northern ports by the coast steamers despatched from Hong Kong, the principal articles being sugar and indigo. To the Canton river ports rice and grain generally form the chief article of the trade.

Through the courtesy of the Harbour-Master, or Captain of the Port, I have been able to make up a Return of British and Foreign Shipping, with arrivals and departures, as also the places they come from and proceed to, with as much distinction of their respective trade as I could obtain.

The Return of Emigrants despatched during the year from this port will also be found as full as possible, with an exact number of coolies carried by each vessel, the respective tonnage and flag; showing a total number of 33 vessels, measuring 20,450 tons, and carrying 10,722 coolies, being 12 vessels, measuring 8,993 tons, with 4,469 coolies for Cuba, and 21 vessels, measuring 11,457 tons, with 6,253 coolies for Peru.

The coolie trade has been carried on in this port for about ten years past; and since 1856, under certain regulations by which vessels were allowed to take one man for every two tons measurement capacity, including ship's company for Cuba, sailing-vessels were not allowed to take passengers during the south-west monsoon, from April to September, when only steamers were allowed; for three sailing-vessels could take coolies all the year at the rate of one man for every $1\frac{1}{2}$ ton measurement capacity. Previous

to granting a permit for any ship to take coolies the vessel had to be measured by the Harbour-Master; and it was also determined that every vessel should carry a Medical Officer provided with a medical chest; this was, however, substituted by Chinese practitioners, in the absence of foreigners, to fill the place.

His Excellency Governor Amaral, under his General Order No. 19, dated the 13th August last, published a new regulation for the conveyance of coolies, by which, after the 1st January, 1865, no vessel was to be allowed to carry coolies without a Medical Officer on board, provided with the medicine chest; and as regards capacity, it was determined that such vessels as were provided with air-pumps and side ports, so as to have full ventilation in the accommodation of passengers below, would be allowed to carry one man for every two cubic metres measurement of between-deck room; those without side-ports, but with air-pumps, could carry one man for every two and a-half cubic metres; and, finally, vessels unprovided with any of the above means of ventilation could not take more than one man for every three cubic metres. At the urgent request of parties interested, the time for this order has been prorogued three months, and it is to become in force on and after the 1st of April, 1865.

British Consulate Agency, Macao, December 31, 1864.

(Signed) E. L. LANCA, *Consular Agent.*

(No. 1.)—RETURN of Trade at the Port of Macao during the Year ending December 31, 1864.

Description of Goods.	Imports.		Exports.	
	Quantity.	Estimated Value.	Quantity.	Estimated Value.
		Dollars.		Dollars.
Rice	piculs 338,485	798,489	piculs 300	1,500
Shark fins	,, 730	12,630	..	..
Guns (of different sizes)	316	31,162	..	..
China vermicelli	..	..	bales 79	896
Nut oil	piculs 218	2,112	piculs 604	6,096
Arsenic	..	..	tubs 25	370
Pickles	..	..	jars 4,349	5,608
Potatoes	..	..	baskets 12,248	8,791
Biche de mar	piculs 3,302	47,249	..	..
Trunks	..	..	sets 616	6,367
Cassia lignea	boxes 370	2,682	boxes 33,695	286,121
Paper umbrellas	..	..	,, 2,959	68,976
Tea	½ chests 341	4,092	½ chests 26,452	356,473
	..	..	¼ chests 11,680	20,581
	jars 184	552	jars 50,638	158,662
	boxes 3,372	30,206	boxes 21,153	143,197
	lbs. 188,862	19,884	lbs. 713,718	389,581
Tortoiseshell	piculs 80	1,100	piculs 1	350
Mother-o'-pearl shell	,, 41	173	..	..
Hides	,, 1,506	6,411	piculs 207	1,851
Vegetable wax	,, 50	425	..	..
Preserves	..	..	boxes 370	1,242
Coffee	piculs 80	1,280	..	..
Lime	..	..	piculs 100	75
Rattan chairs	..	..	1,509	1,692
Specie (treasure)	..	731,036	..	1,286,496
Mats	rolls 9,074	7,166	rolls 100	500
Dried fruit	bales 1,637	4,911	bales 680	1,897
	piculs 39	388	boxes 10	20
Cassia beeds	boxes 82	4,802	,, 100	4,900

Description of Goods.	Imports.		Exports.	
	Quantity.	Estimated Value.	Quantity.	Estimated Value.
		Dollars.		Dollars.
Star aniseed	..	..	„ 3,160	51,445
China glue	piculs 18	252	piculs 40	700
Chinaware	baskets 4	60	baskets 7,126	15,114
Bricks	..	..	582,000	1,204
Marble	..	..	slabs 10,736	23,532
China medicine	bales 587	7,881	bales 1,151	93,066
Paddy	piculs 18,352	31,303	..	..
Birds' nests	boxes 213	16,819	boxes 154	30,660
Opium—				
Patna	chests 5,206	2,540,064	chests 182	91,353
Benares	„ 3,034	1,267,547	„ 2	938
Malwa	„ 132	81,900	„ 7	4,480
Turkey	„ 42	19,880	„ 2	960
Aniseed oil	..	..	boxes 1,737	143,836
Cassia oil	boxes 3	321	„ 205	18,417
China paper	bales 27	63	bales 6,623	67,462
Joss sticks	..	..	boxes 1,809	13,273
Fire-crackers	..	..	„ 5,300	44,895
Alum	..	..	piculs 46	495
Rattans	piculs 6,557	22,314	bundles 13	120
Seaweed	„ 359	1,261	..	..
Raw silk	bales 662	186,900	boxes 2,687	642,189
Sapan wood	piculs 11,109	19,192	..	..
Mat bags	..	..	bales 11,712	6,415
Soap	piculs 20	614	boxes 200	600
Wheat	..	..	piculs 997	1,594
China tobacco	boxes 109	573	boxes 9,983	176,947
Vermilion	..	..	„ 2,106	52,350
Cotton	bales 3,810	148,317	bales 332	11,560
Quicksilver	flasks 278	17,640	flasks 101	7,268
Palm-leaf fans	..	..	bales 1,050	1,050
Indigo	tubs 25	100	tubs 8,509	152,718
Cardamoms	bales 40	2,640	..	..
Coal	tons 140	1,400	..	..
Cochineal	bales 14	1,460	bales 8	800
Cotton piece goods	„ 25	2,500	..	..
Tin plates	boxes 100	700	boxes 166	1,162
Chalk	..	..	piculs 28	560
Peas	piculs 724	2,427	„ 87	522
Paint oil	..	..	tubs 399	4,528
Salted fish	piculs 4,511	21,568	piculs 260	1,685
Sugar	„ 5,331	24,632	„ 12,046	85,877
	..	..	bags 337	2,322
Garlic	..	..	baskets 1,928	8,813
Lead, in pigs	piculs 2,770	26,466	piculs 250	2,250
Sulphur	„ 9	180	tubs 10	72
Tin	„ 2,119	25,530	piculs 800	9,200
Gold leaf	..	..	boxes 10	64,200
Galangal	..	..	bales 1,264	3,740
Nutmegs	piculs 37	1,271	..	..
Iron pans	..	..	sets 200	260
	..	..	bales 111	1,387
Wine	cases 57	313	cases 91	450
	casks 200	4,360	casks 45	1,360
Copper	piculs 20	480	..	..
Lacquered ware	..	..	boxes 643	14,230
Camphor-wood trunks	sets 51	255	sets 458	4,261
Lacquered trunks	..	..	„ 5	12
Ground-nuts	piculs 80	400	..	..
Incense	..	..	boxes 6	600
China root	..	..	„ 378	1,779

Description of Goods.	Imports.			Exports.		
	Quantity.		Estimated Value.	Quantity.		Estimated Value.
			Dollars.			Dollars.
Paint	..	..	..	,,	9	100
Turnip	..	..	..	bales	49	49
China shoes	..	..	..	boxes	224	8,710
Copper pans	..	..	..	,,	14	120
White lead	..	..	..	,,	19	650
Salt vegetables	..	..	..	baskets	228	285
Cocoa-nuts	..	66,791	1,268	..		..
Cigars	..	cases 14	2,654	cases	20	2,280
Crape shawls	..	boxes 12	3,150	..		..
Copper ware	..	..	..	boxes	264	9,750
Wax	..	piculs 157	5,655	,,	167	690
Bamboo chairs	..	100	200	..		..
Elephants' teeth	..	4½	400	..		..
Furniture	..	packages 42	200	..		..
Ivory	..	..	..	boxes	3	1,000
Pepper	..	piculs 4,464	26,896	piculs	486	5,859
Hardwood	..	,, 243	870	..		..
Skins	..	..	..	boxes	4	800
Preserved vegetables	..	..	..	baskets	60	200
Watches	..	..	..	box	1	300
Copper cash	{ ..		..	piculs	632	9,967
	{ ..		..	bags	418	6,270
Broken glass	..	piculs 61	400	..		..
Earthen pots	..	..	..		13,293	1,830
Velvet (in pieces)	..	..	..	box	1	400
Betelnut	..	piculs 4,696	10,398	piculs	58	114
Mangrove bark	..	,, 6,851	7,591	,,	180	540
Dried shrimps	..	,, 297	2,403	..		..
Ginger preserves	..	..	..	boxes	200	500
Guano	..	piculs 450	250	..		..
Silk handkerchiefs	..	..	..	boxes	24	13,270
Grindstones	..	..	..		1,000	100
Gunpowder	..	kegs 602	4,008	..		..
Canes	..	..	..	bales	2	80
Saltpetre	{ piculs	12,518	16,968	..		..
	{ bags	1,395	14,850	..		..
Ceruse	..	..	..	boxes	2	20
Prussian blue	..	..	..	,,	1	70
Buffalo hides	..	piculs 43	850	..		..
Beer	..	casks 23	250	..		..
Old copper	{ ..		..	bales	12	720
	{ ..		..	pieces	173	4,325
Bamboo ware	..	..	..	box	1	60
Glass ware	..	..	..	boxes	43	825
Peppermint	..	..	..	,,	1	140
Gilt paper	..	..	..	,,	10	880
Platinum	..	..	..	,,	1	200
Fish maws	..	piculs 92	1,735	..		..
Sandalwood	..	,, 489	3,182	..		..
Gin	..	..	..	boxes	575	2,455
Lard	..	..	..	tubs	70	180
Salt	..	piculs 2,398	833	piculs	127,835	55,065
Cocoa-nut oil	..	,, 1,400	11,200	..		..
Musk	..	..	..	piculs	2	250
Camphor	..	..	..	,,	61	610
Beans	..	piculs 6,860	10,976	..		..
Jars	..	..	..		2,030	195
Rhubarb	..	..	..	piculs	22	350
Empty boxes	..	..	..		331	180
Timber	..	planks 100	4,000	..		..
Copper pots	..	..	..		510	1,020

Description of Goods.	Imports.		Exports.	
	Quantity.	Estimated Value.	Quantity.	Estimated Value.
		Dollars.		Dollars.
Wooden basins ..	..	..	5,540	55
Cloth	..	..	bales 26	20,800
Bamboo	..	..	canes 15,000	600
		6,327,520		4,769,712

N.B.—Cargoes imported and exported by native passage-boats plying daily between this and Hong Kong, as well as Canton river ports, are not included in the above Return, which comprises only native coasting-junks and foreign vessels, including steamers, running daily to and from Hong Kong and Canton.

(Signed) E. L. LANCA, *Consular Agent.*

British Consular Agency, Macao, December 31, 1864.

(No. 2.)—RETURN of British and Foreign Merchant Shipping Arrived at, and Departed from, the Port of Macao, during the year ending December 31, 1864.

ARRIVED.

Flag.	Number of Vessels.	Tonnage.	Where From.	General Cargo.
British ..	17	10,753	Whampoa ..	Teas.
Ditto ..	4	1,282	Saigon . ..	Rice.
Ditto ..	3	791	Bangkok ..	Ditto.
Ditto ..	8	2,929	The coast of China, Straits, and East India ports	Indigo, rice, peas, lead, sugar, salt, saltpetre, tobacco, paper, sapan and sandal wood, rattans, opium, pepper, and China sundries.
Ditto ..	13	7,408	Ditto	Ballast.
Total ..	45	23,163		
Foreign ..	17	8,130	Whampoa ..	Rice, and in ballast.
Ditto ..	19	5,338	Saigon ..	Rice.
Ditto ..	6	1,446	Bangkok ..	Ditto.
Ditto ..	24	5,104	Manila ..	Ditto.
Ditto ..	37	11,127	The coast of China, Straits, and East India ports ..	Indigo, rice, peas, lead, sugar, salt, saltpetre, tobacco, paper, sapan and sandal wood, rattans, opium, pepper, and China sundries.
Ditto ..	78	29,287	Ditto	Ballast.
Total ..	181	60,432		
Grand Total	226	83,595		

DEPARTED.

Flag.	Number of Vessels.	Tonnage.	Where To.	General Cargo.
British ..	13	7,223	London ..	Teas.
Ditto ..	1	204	Ditto	General cargo.
Ditto ..	1	389	Falmouth ..	Ditto.
Ditto ..	1	164	Melbourne ..	Teas.
Ditto ..	22	13,016	The coast of China, Straits, and East India ports	Tea and China sundries.
Ditto ..	10	3,125	Ditto	Ballast.
Total ..	48	24,121		
Foreign ..	2	438	Falmouth ..	General cargo (mostly cassia lignea).
Ditto ..	4	980	Hamburg ..	Ditto.
Ditto ..	1	270	Melbourne ..	Teas.
Ditto ..	84	21,210	The coast of China, Straits, and East India ports ..	Tea and China sundries.
Ditto ..	52	13,870	Ditto	Ballast.
Total ..	143	36,768		
Grand Total	191	60,889		

(Signed) E. L. LANCA, *Consular Agent.*

British Consular Agency, Macao, December 31, 1864.

(No. 3.)—RETURN of Chinese Emigrants despatched from the Port of Macao under Local Regulations, during the year ending December 31, 1864.

Date.	Name of Vessels.	Flag.	Rig.	Tons.	Whither Bound.	Emigrants.
Jan. 3	D. Fernando ..	Portuguese .	Ship ..	984	Havana .	492
6	General Prien ..	Peruvian ..	Barque	294	Callao ..	182
17	Clotilde	Ditto ..	Ditto ..	357	Ditto ..	220
18	Sol de Leina ..	Ditto ..	Ditto ..	222	Ditto ..	110
30	Theresa	Ditto ..	Ship ..	796	Ditto ..	500
31	S. Vicente de Paula ..	Portuguese .	Barque	423	Ditto ..	262
31	Rosa y Carmen ..	Spanish ..	Ditto ..	368	Ditto ..	228
Feb. 14	Emma	Chilian ..	Brig ..	301	Ditto ..	160
Mar. 5	Gaston	French ..	Barque	317	Ditto ..	200
20	Cesar	Peruvian ..	Ship ..	499	Ditto ..	317
23	Onreest	Dutch ..	Barque	836	Ditto ..	510
24	Julian	Peruvian ..	Ship ..	834	Ditto ..	500
Apr. 7	Leina	Ditto ..	Barque	328	Ditto ..	184
22	Vitalia	Ditto ..	Ditto ..	403	Ditto ..	260
May 13	Mandarina.. ..	Ditto ..	Ditto ..	258	Ditto ..	152
June 8	Napoleon Canevaro ..	Ditto ..	Ship ..	1,215	Ditto ..	300
8	Bacalan	French ..	Barque	500	Ditto ..	308
Aug. 11	Camilo Cavour ..	Peruvian ..	Ship ..	1,326	Ditto ..	603
21	Claire	French ..	Barque	498	Ditto ..	312

Date.	Name of Vessel.	Flag.	Rig.	Tons.	Whither Bound.	Emigrants.
Oct. 1	Medoc	French ..	Barque	648	Havana .	324
29	Leopold Cateaux ..	Belgian ..	Ship ..	832	Ditto ..	416
31	Emigrante	Spanish ..	Ditto ..	720	Ditto ..	360
Nov. 2	Saint Joseph ..	French ..	Barque	784	Ditto ..	366
3	D. Maria Pia ..	Portuguese .	Ship ..	774	Callao ..	425
12	Aurora	Peruvian ..	Ditto ..	668	Ditto ..	377
23	Encarnacion ..	Spanish ..	Barque	567	Havana .	283
29	Josephita y Almeira..	Portuguese .	Ship ..	1,142	Ditto ..	571
Dec. 8	Isabel	French ..	Barque	542	Ditto ..	271
8	Charlotte	Ditto ..	Ditto ..	541	Ditto ..	270
18	Guadalupe.. ..	Spanish ..	Ship ..	913	Ditto ..	456
18	David	French ..	Ditto ..	842	Ditto ..	421
20	Emma	Portuguese .	Ditto ..	478	Ditto ..	239
24	Theresa	Peruvian ..	Brig ..	240	Callao ..	143
				20,450		10,722

(Signed) E. L. LANCA, *Consular Agent.*
British Consular Agency, Macao, December 31, 1864.

No. 17.

Consul Fittock to Mr. Hammond.—(Received May 31.)

Sir, *Ningpo, March* 26, 1865.

I HAVE the honour to transmit herewith a copy of my despatch to Mr. Wade, forwarding statistical Tables and my Commercial Report on the trade of this port for the year ended 31st December, 1864, together with duplicates of the documents referred to.

I have, &c.
(Signed) W. H. FITTOCK.

Inclosure 1 in No. 17.

Consul Fittock to Mr. Wade.

Sir, *Ningpo, March* 25, 1865.

I RESPECTFULLY transmit herewith the following Returns of the trade at this port during the past year.

1. A Return of the British and Foreign Shipping entered inwards, amounting to 296,311 tons, against 252,587 in 1863, or an increase of 44,724 tons in 1864.

2. A Return of the British and Foreign Shipping cleared outwards, comprising 299,355 tons, against 250,872 in 1863, or an increase of 48,483 tons in 1864.

3. A synoptical Return of the Foreign Import Trade, amounting to 15,398,710 dollars, against 16,073,285 dollars last year, showing a decrease of 674,575 dollars.

4. A synoptical Return of the Exports, showing an aggregate of 9,554,030 dollars, against 6,981,934 dollars in 1863, or an increase of 2,572,096 dollars.

5. A Return of the Duties and Tonnage Dues paid to the Chinese Government upon the foreign trade and shipping during the year, amounting to 342,918 taels, against 308,752 taels in 1863, or an increase of 34,166 taels in 1864. The same Table shows the amount received for coast trade duties in 1864 to have been 52,405 taels, against 44,193 in 1863, or an increase in 1864 of 8,212 taels.

6. A comparative statement of quantity and value of the principal articles of foreign trade imported in 1863 and 1864.

7. A similar statement of the exports for the two years.

8. Printed notice of the establishment of two light-houses at the mouth of the river.

And finally, my Report on the antecedents of the port and its future commercial prospects.

For the information contained in the Returns I am chiefly indebted to the courtesy of M. Giquel, Commissioner of Customs, who obligingly furnished me with the requisite particulars in anticipation of the publication of the Customs Returns.

Your, &c.
(Signed) W. H. FITTOCK.

Inclosure 2 in No. 17.

Report of the Foreign Trade at the Port of Ningpo for the Year 1864.

Since the year 1859 the trade of this port has been affected beneficially by the following circumstances:

In 1860 a large increase of business took place owing to the occupation of Soo-chow and that part of the interior, by the rebels putting a stop to the usual channels of communication between a great portion of this province inland and Shanghae, thus causing a large quantity of raw silk, tea, and other produce to find an outlet at Ningpo. The total import and export trade of this port in 1859, did not probably exceed 1,250,000 dollars, while in 1860 the value of the silk alone exported to Shanghae and Hong Kong was calculated at 1,230,000 dollars. Tea and other produce was exported in proportion, but, as no Custom-house Returns were published for that year, I am unable to furnish full particulars. In 1859 the total foreign shipping engaged in the trade of Ningpo amounted to 45,405 tons; in 1860 this had also greatly increased, but I am not able to say to what extent.

In May 1861, the new customs system under foreign control came into operation, and, although the establishment was closed on the 9th December upon the occupation of the city by the rebels, the Returns subsequently published, show curious and interesting results as to the traffic during the six months of its surveillance. The foreign shipping engaged, amounted to 62,667 tons; the imports to 935,521*l.*, the principle item being opium; and the exports had risen to 1,829,954*l.*, the chief items being raw silk and tea.

The rebel occupation of the city continued until the month of June 1862, during which period Ningpo was a free port, and enormous quantities of produce of all kinds found an outlet without any interference from the insurgents or imperialists. The Imperial Customs was again opened on the 4th of that month, and according to the Returns published of the trade during the six months to the 31st December, the shipping amounted to 78,093 tons; the imports to 3,228,184 dollars; opium and rice being the principal items. Up to this time the Province of Che-kiang had produced

more rice than was required for consumption ; the new state of things was brought about by the rebellion, the cultivation having been interrupted by the presence of the Tae-pings. The exports were given as equal to 2,023,914 dollars ; the principal item being, for the first time, and in consequence of the war in America—cotton. The Province had always been a principal section of the Empire for the cultivation of this staple, but, until the period under review, although the quantity produced annually amounted to about 200,000 piculs, worth some 2,000,000 taels (nearly 5*d.* a lb.), little or none to speak of, was shipped to foreign countries ; a part of it, however, went to supply the demand in the Provinces of Kiang-su, Ssu-chüan, Hu-peh, Kiang-si, and Fuh-kien.

The foregoing statistics, although necessarily very imperfect, serve to show therefore, that this port has sprung into its present importance since the year 1859, and that the influencing causes of its rise were the Tae-ping rebellion and the war in America. Whether, on the suppression of the rebellion, and the cessation of hostilities in America, it will revert to its former comparative insignificance, remains to be seen; but there is good reason to believe that a large proportion of its prosperity will remain to it. Although the former event (the suppression of the rebellion) has no doubt materially affected the port as an outlet for silk, this valuable staple having again found its way to Shanghae, there is every probability that Ningpo will continue prosperous if the present prospect holds good of an improved water communication between it and the silk districts.

Cotton.—But although the silk may continue to find its outlet at another port, cotton, so long as the demand lasts, will have its principal depôt at Ningpo. It will be seen by the Return accompanying this Report that the export in foreign vessels during the last two years has increased enormously, which tends to prove that the extent of the supply is regulated only by the demand. The quantity exported in 1863 was 125,154 piculs, valued at 3,504,340 dollars ; in the past year 103,201 piculs, valued at 3,096,057 dollars, the export having been checked by the enhanced price and the character of the intelligence from Europe and America, leaving a large stock in Chinese hands to await the turn of events in America. The average price of raw cotton in 1860–62 was 24 dollars, in 1863 28 dollars, and in the past year it was 30 dollars per picul.

Although the present success of Ningpo as a commercial port is no doubt in a great measure owing to the impetus given to the cultivation of cotton in the province, there are other circumstances which have largely conduced to this result, and first among these is the increased cultivation and manipulation of tea.

Tea.—In 1859 only about 1,600 piculs of green tea, valued at 36,000 dollars, were exported. In 1860, owing to the communication between the green tea districts and Shanghae being cut off by the rebels, several of the mercantile houses at Shanghae opened establishments at this port for the purpose of attending to this branch of their business, and the local importance the article then acquired has remained by it, and is likely to do so notwithstanding the suppression of the rebellion, and the removal of all the impediments to its reaching Shanghae by the old channels. To account for this, it is only necessary to know that the better descriptions of green teas are actually grown on the range of hills (known as the "Fai-peh" hills) in view of the shipping in the harbour, so that when trade was once diverted from its old course, and a regular line of steamers commenced running between this port, Shanghae, Hong Kong, &c., Ningpo asserted her natural right to become the tea depôt of the province. It is not surprising, therefore, that on reviewing the quantity exported during the

past four years it is found to have steadily increased, and that, too, notwithstanding the discouraging aspect of the European markets which renders all transactions in tea extremely hazardous. As already stated the total export of tea in 1859 from Ningpo was 1,600 piculs, in 1860 it amounted to over 16,000 piculs; in the six months only of 1861, of which we have any record, it was nearly 52,000 piculs. In 1862 the quantity fell off, owing to the American war, and the same cause still keeps the development of this branch of trade somewhat in check, as these teas are peculiarly adapted for the American market. In 1863, however, the export again stood at 36,428 piculs, and in the past year we find it increased to 59,117 piculs, valued at 2,634,470 dollars, with every prospect of a steady increase.

Silk.—The past year also exhibits a considerable increase in the quantity of raw silk exported; but unless the communication between this port and the silk districts can be materially improved, that staple will continue to find its outlet at Shanghae.

Up to the year 1860 Ningpo might have been considered one of the cheapest places in China to live at, chiefly owing to two causes: first, the abundant quantity of copper cash current in the province; and, secondly, its comparative obscurity; but during the last three years the prices of all articles of food and household necessaries have rapidly risen, until at length it has become the most expensive instead of the cheapest of the open ports, not excepting Shanghae, This is also mainly attributable to two causes, viz., the intimate connection by steam communication with Shanghae and the southern ports, and the drain of cash to enable merchants to buy produce at Hankow and elsewhere. In 1863 the export was 394,580 strings of 1,000 cash each, valued at 328,817 dollars; last year it had increased to the enormous quantity of 1,362,892 strings, valued at 1,362,892 dollars. The price in former years varying from about 1,450 to 1,300 cash per dollar, in 1863 it was 1,200, last year 1,000, at present 950. If the export recurs again this year it will probably go still lower, and may tend to popular disturbances. Why it has not done so already, I believe, is simply because the people generally have not fathomed the mystery of the continually increasing cost of their necessaries of life.

During the past three years this port has been intimately connected with Shanghae, which is only about 150 miles distant by sea, by means of daily steam communication. At present there are three first-class steamers running alternate days between the two ports—two under the American and one under the British flag, besides others more irregularly. These vessels leave either port at 4 P.M., and arrive next morning about 7 A.M. There is also a steamer running regularly between Hankow, Shanghae, and Ningpo, and two or three between Shanghae, Ningpo, and Foo-chow, and others are constantly calling here from Hong Kong and Shanghae.

Two lighthouses recently established at the mouth of the river, and an iron buoy placed over the Sesostris Rock, are creditable to the Commissioners of Customs, and render quite safe the approach of the harbour at night.

The import and export duties and tonnage dues, together with the coast-trade duties, last year, stand at 395,323 taels, against 352,945 taels in 1863, or an increase in 1864 of 42,378 taels. These figures by no means represent the amount of dues actually received by the Chinese Government, as the goods from Shanghae pay duty there and come here under exemption certificates; otherwise this Return would show some 700,000 taels as the total receipts for the year, instead of 395,323 taels. Except in the case of the lighthouses and buoys, none of this large revenue

is expended on improvements of the port or locality. In former years before the foreign trade had an existence, the Local Government used to claim an expenditure of some 70,000 taels for a river police, but now there is not a single guard-boat on the water save those maintained by the Customs for the prevention of smuggling.

There is no concession at Ningpo as at other ports, but the foreign commercial body have their residences and places of business on a spur of land separated from the city by a branch of the river leading to the important cotton district of Yü-yao, distant about 20 miles. The anchorage is abreast of the residences, and merchandize might be carried from the ships' sides to the godowns. At present the following firms have establishments at the port:—

British.

Aurbach and Co.
Cerruti, Wood, and Co.
Davidson and Co.
Dent and Co.
W. and G. M. Hart.
Hudson and Co.
Jackson and Co.
R. Meadows, M.D.
Jardine, Matheson, and Co.
E. C. Kirby and Co.
Moses and Co.
Price and Co.
Sassoon, Sons, and Co.
R. Schofield.
J. Parker, M.D.

German.

J. Bohstedt and Co.
J. Groth.
Matthaei and Co.
F. Nissen.
Pickenpack and Co.

American.

F. Coit.
J. Pearson.

French.

J. Viault.

There are also several hotels and public-houses.

Except along the harbour face, land is not costly. A large tract in the centre of the Settlement is owned by foreigners, and through this a rough, straight riding-course has been constructed, 40 feet wide and a mile long, and this forms the chief resort of foreigners in search of exercise. The general roads in the town are the old Chinese, badly-paved and filthy lanes, common to their cities and suburbs, the march of improvement having by no means kept pace with the increasing importance of the trade. The community has not even a church in the place, and the foreign residents are indebted to the members of the Church Mission and others for the opportunities afforded them of public worship. Fortunately the Mission Societies are well represented here, and have residences and chapels chiefly within the city walls.

The climate of Ningpo is very similar to that of Shanghae, but the river-water here is salt, while there it is fresh. The surrounding country here is mountainous and attractive; at Shanghae it is flat and uninteresting. Of the two places, I should think that most persons would prefer to reside at Ningpo; and it is to be regretted that greater improvements have not been made at the port during the twenty-two years it has been open to foreign trade.

(Signed) W. H. FITTOCK, *Consul.*

British Consulate, Ningpo, March 22, 1865.

(No. 1.)—A RETURN of Foreign Shipping at the Port of Ningpo during the Year 1864.

ENTERED INWARDS.

Flag.	With Cargoes.		In Ballast.		Total.		Places from which Entered.
	No.	Tons.	No.	Tons.	No.	Tons.	
British	576	120,624	76	11,557	652	132,181	India, Siam, Saigon, Manila, Straits, Hong Kong, &c.
French	10	2,506	1	60	11	2,566	Hong Kong, Shanghae, and other Coast Ports.
American	209	67,285	19	8,584	228	75,869	Siam, Straits, Saigon, Hong Kong, and Coast Ports.
Russian	2	426	..	..	2	426	Hong Kong and Shanghae.
Belgian	3	894	..	..	3	894	Ditto.
Prussian	9	1,692	..	..	9	1,692	Saigon, Straits, Hong Kong, Shanghae.
Oldenburgh	11	2,889	1	621	12	3,510	Ditto.
Mecklenburgh	3	585	..	..	3	585	Ditto.
Hanoverian	5	843	..	..	5	843	Ditto.
Hamburgh	88	23,084	1	151	89	23,235	India, Siam, America, Manila, Straits, Hong Kong, &c.
Bremen	23	6,683	..	..	23	6,683	Ditto.
Austrian	2	572	..	..	2	572	Ditto.
Swedish	5	1,710	..	..	5	1,710	Ditto.
Siamese	19	9,436	1	733	20	10,169	Siam, Saigon, Straits, Hong Kong, Shanghae, &c.
Portuguese	3	204	2	160	5	364	Macao and Shanghae.
Spanish	2	423	..	..	2	423	Hong Kong and Shanghae.
Norwegian	2	435	..	..	2	435	Ditto.
Dutch	11	3,053	1	279	12	3,332	Ditto.
Danish	70	14,443	..	..	70	14,443	Cheefoo, Shanghae, Hong Kong, Coast Ports.
Chinese Customs' Junks ..	248	15,896	6	483	254	16,379	Foochow and Shanghae.
Grand Total	1,301	273,683	108	22,628	1,409	296,311	
Total Tonnage in 1863 ..	..	..	..	..	..	252,587	
Increase of Tonnage in 1864 ..	..	..	..	..	..	44,724	

British Consulate, Ningpo, March 15, 1865.

W. H. FITTOCK, *Consul.*

(No. 2.)—A RETURN of Foreign Shipping at the Port of Ningpo during the year 1864.

CLEARED OUTWARDS.

Flag.	With Cargoes.		In Ballast.		Total.		Places for which Cleared.
	No.	Tons.	No.	Tons.	No.	Tons.	
British	427	89,727	225	42,901	652	132,628	Great Britain, Straits, Hong Kong, Japan, Manila, Coast Ports.
French	2	582	10	2,023	12	2,606	Shanghae, Hong Kong, and Saigon.
American	187	63,673	45	12,483	232	76,156	Japan, Shanghae, and Coast Ports.
Russian	1	286	1	140	1	426	Shanghae.
Belgian	..	..	3	894	3	894	Shanghae and Hong Kong.
Prussian	4	608	5	913	9	1,521	Ditto.
Oldenburgh	6	2,006	6	1,702	12	3,708	Ditto.
Mecklenburgh	3	585	..	..	3	585	Ditto.
Hamburgh	45	11,529	47	12,263	92	23,792	Siam, India, Batavia, Manila, Hong Kong, and Coast Ports.
Hanoverian	2	221	3	572	5	793	Ditto.
Bremen	13	3,286	12	3,585	25	6,871	Ditto.
Austrian	..	..	2	572	2	572	Ditto.
Swedish	5	1,272	2	959	7	2,231	Ditto.
Siamese	19	9,478	2	1,298	21	10,776	Siam, Saigon, Manila, Straits, &c.
Portuguese	2	124	4	302	6	426	Shanghae and Hong Kong.
Spanish	2	423	..	..	2	423	Ditto.
Norwegian	1	200	1	232	2	432	Shanghae.
Dutch	6	1,492	6	1,774	12	3,266	Ditto.
Danish	37	8,293	35	6,760	72	15,053	Shanghae, Hong Kong, Straits, and Coast Ports.
Chinese Customs	235	14,585	19	1,611	254	16,196	Shanghae and Foo-chow.
Grand Total	997	208,371	431	90,984	1,428	299,355	
Total British and other foreign Shipping cleared outwards in 1863 ..						250,872	
Increase of tonnage cleared in 1864						48,483	

British Consulate, Ningpo, March 15, 1865.

(Signed) W. H. FITTOCK, *Consul.*

(No. 3.)—A Synoptical Return of the Foreign Trade at the Port of Ningpo, during the Year ended 31st December, 1864.

Imports.

Denomination of Goods.	From what Countries and Places Imported.												Estimated Value.
	Great Britain and British Possessions in the Straits.		Hong Kong.		Manila, Siam, and India.		Shanghae.		Coast Ports.		Total.		
	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	
Cotton piece goods—													Dollars.
Drills, American	..	..	..	..	..	..	4,415	..	..	..	4,415	..	33,102
Shirtings, dyed	..	..	..	..	..	..	3,284	..	..	..	3,284	..	15,222
„ grey	..	..	..	..	..	..	67,367	..	..	..	67,367	..	353,676
„ white	..	..	..	100	..	..	10,835	..	..	..	10,935	..	72,690
T-cloths	..	..	..	..	..	..	8,933	..	..	..	8,933	..	40,198
Cottons, dyed	..	..	..	..	..	..	..	..	..	..	..	..	..
Chintzes	..	..	..	..	..	..	4,035	..	..	..	4,035	..	12,105
Canvas	..	..	..	100	..	..	284	..	..	..	384	..	2,754
Velveteens	..	..	..	..	..	..	1,485	..	..	..	1,485	..	12,250
Velvets	..	..	..	..	..	..	1,142	..	..	..	1,142	..	11,991
Cottonades	..	..	..	..	..	..	2,276	..	..	..	2,276	..	5,974
Miscellaneous	..	..	..	..	..	..	9,773	..	..	..	9,773	..	41,831
Woollens—													
Blankets	..	..	..	..	..	..	990	..	..	..	990	..	5,197
Camlets	..	..	..	..	..	..	1,364	..	..	..	1,364	..	24,375
Long ells	..	..	..	..	..	..	2,040	..	..	..	2,040	..	15,300
Spanish stripes	..	..	..	100	..	..	2,348	..	..	..	2,348	..	42,420
Woollen and cotton mixtures	..	..	..	..	..	..	5,234	..	..	..	5,234	..	31,404
Miscellaneous	..	..	..	..	..	..	3,560	..	..	..	3,560	..	36,491
Metals—													
Iron, nail-rod	..	..	..	..	2,240	..	..	14,486	..	400	..	17,126	60,033
„ sheet	..	..	..	..	..	..	..	..	..	..	..	..	..
Lead, pig	..	..	451	..	402	..	..	2,578	..	..	..	3,431	25,734

Denomination of Goods.	From what Countries and Places Imported.												Estimated Value.
	Great Britain and British Possessions in the Straits.		Hong Kong.		Manila, Siam, and India.		Shanghae.		Coast Ports.		Total.		
	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	
Metals—*continued.*													Dollars.
Tin, slabs	..	569	..	2,167	..	89	..	4,266	..	1,699	..	8,790	192,867
„ plates	..	..	..	..	..	..	..	1,094	..	..	..	1,094	6,973
„ foil	..	..	..	..	..	..	..	105	..	1,509	..	1,614	154,926
Opium—													
Malwa	..	..	..	600	..	..	..	2,385	..	26	..	3,011	2,258,430
Patna	..	..	..	15	..	2	..	205	..	4	..	226	128,569
Rice	..	202,294	..	739,240	..	649,698	..	76,589	..	243,322	..	1,911,143	5,613,463
Sugar—													
Brown	..	5,377	..	6,330	..	12,076	..	240	..	89,238	..	113,260	679,560
Candy	..	..	..	..	..	..	..	430	..	6,271	..	6,701	80,382
White	..	2,980	..	8,205	..	3,384	..	5,294	..	10,105	..	29,963	269,712
Rattans	..	1,452	..	2,314	..	46	..	470	..	1,214	..	5,496	29,298
Timber, hard wood ..	..	..	..	..	192	..	17,004	..	1,670	..	18,866	..	18,369
„ soft wood ..	..	..	..	..	102,980	..	382,385	..	230,045	..	715,410	..	139,584
Umbrellas, foreign ..	..	..	..	..	..	..	2,495	..	..	..	2,495	..	7,485
Indigo, liquid	..	.	..	..	..	1,732	..	2,138	..	8,317	..	12,487	71,254
Nankeens	..	..	..	..	..	..	..	1,691	..	8	..	1,699	76,467
Wax	..	..	..	..	..	..	..	748	..	186	..	934	89,724
Wheat	..	..	..	43,378	..	..	..	751	..	12,711	..	56,840	110,502
													10,735,821
Estimated Value of Chinese cargoes and miscellaneous articles chiefly belonging to the coast carrying trade in foreign bottoms													4,664,889
Total Value of the Imports at Ningpo in 1864													15,398,710
Total Estimated Value of the Imports into Ningpo during the year ended December 31, 1863, as shown by the Custom-house Returns for that year													16,073,285
Apparent decrease in 1864													674,575

British Consulate, Ningpo, March 15, 1865. (Signed) W. H. FITTOCK, *Consul.*

(No. 4.)—A Synoptical Return of the Foreign Trade at the Port of Ningpo during the Year ended 31st December, 1864.

EXPORTS.

Denomination of Goods.	To Great Britain and British Possessions in the Straits.		To Hong Kong.		To Manila.		To Shanghae.		To Coast Ports.		Total.		Estimated Value in Dollars.
	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	Pieces.	Piculs.	
Tea, black	..	..	..	..	..	..	..	..	..	..	..	..	..
„ green	..	63	..	..	..	..	..	53,747	..	..	..	53,810	2,502,154
„ leaf	..	..	..	5	..	..	..	5,302	..	..	..	5,307	159,196
Silk, raw	..	..	..	9	..	..	..	939	..	..	..	948	377,091
„ piece goods	..	..	..	75	..	..	..	13	..	4	..	92	73,603
Cotton, raw	..	5,850	..	72,248	..	..	..	19,456	..	5,647	..	103,201	3,096,057
Copper cash strings	..	..	..	..	..	..	687,823	..	675,069	..	1,362,892	..	1,362,892
Copper, old	..	..	..	5,992	..	..	..	350	..	73	..	6,415	87,081
Fish, salt	..	..	..	592	..	86	..	17,098	..	10,824	..	28,600	257,403
Nankeens	..	..	..	110	..	..	..	..	..	351	..	461	18,039
Paper	..	..	..	275	..	..	..	5,064	..	580	..	5,919	124,972
Peas	..	..	..	5,227	..	..	..	..	..	3,656	..	8,883	21,324
Mats, straw	..	..	67,999	..	6,800	..	625,826	..	..	..	722,790	..	216,837
Tinfoil	..	..	..	3	..	..	..	4,225	..	6	..	4,234	400,173
Medicines	..	..	..	4,920	..	91	..	7,320	..	8,575	..	20,906	187,334
Joss-stick powder	..	..	..	..	..	..	..	8,610	..	..	..	8,610	12,915
Paper fans	..	..	114,635	..	..	..	1,082,073	..	..	..	1,216,252	..	73,852
													8,970,923
Estimated Value of Chinese cargoes and miscellaneous articles chiefly belonging to the Coast Carrying Trade in Foreign bottoms												..	583,107
Total Value of the Exports from Ningpo in 1864												..	9,554,030
Total estimated Value of the Exports from Ningpo during the year ended the 31st December, 1863, as shown by the Custom-house Returns of that year												..	6,981,934
Increase in Value of Exports in 1864												..	2,572,096

British Consulate, Ningpo, March 15, 1865.

W. H. FITTOCK, *Consul.*

(No. 5.)—RETURN of Duties and Tonnage Dues paid upon Foreign Trade and Shipping at the Port of Ningpo, during the year 1864.

Nation.	Tonnage.	Imports. Haekwan Taels.	Exports. Haekwan Taels.	Tonnage Dues. Haekwan Taels.	Total Haekwan Taels.	Coast Trade Duties. Haekwan Taels.
		T. M. C. C.	T. M. C. C.	T. M. C. C.	T. M. C. C.	T. M. C. C.
British	132,628	41,400 5 8 4	109,173 9 8 3	17,186 1 0 0	167,760 6 6 7	19,961 7 8 5
American	76,156	14,023 9 9 7	92,712 6 1 9	604 9 0 0	107,341 5 1 6	7,581 9 4 8
French	2,606	15 6 6 1	168 4 4 0	762 7 0 0	948 8 0 0	334 1 8 7
Hamburgh and Sundry	71,769	20,998 1 2 5	19,600 1 0 9	16,478 6 0 0	57,076 8 3 4	12,325 5 6 3
Native built luggers, &c... ..	16,196	332 6 6 7	9,189 7 6 1	269 9 0 0	9,792 3 2 8	12,201 8 1 1
Total	299,355	76,771 0 3 4	230,844 9 1 2	35,302 2 0 0	342,918 1 4 6	52,405 2 9 4
Total Duties and Tonnage Dues paid on the Import and Export Trade and Shipping at Ningpo in the year 1863, as shown by the Customs' Returns					308,752 4 0 7	
Increase of Duties and Tonnage Dues in 1864					34,165 7 3 9	
Total Coast Trade Duties paid at Ningpo in the year 1863, according to the same Returns						44,193 4 6 2
Increase of Coast Trade Duties in 1864						8,211 8 3 2

British Consulate, Ningpo, March 15, 1865.

(Signed) W. H. FITTOCK, *Consul*

(No. 6.)—A COMPARATIVE TABLE of the Principal Articles and Average Prices of the Foreign Trade at Ningpo during the years ended December 1863 and December 1864.

IMPORTS.

Commodities.	1863. Quantity.	1863. Value.	1863. Average Prices.	1864. Quantity.	1864. Value.	1864. Average Prices.
	Pieces.	Dollars.	Dols. c.	Pieces.	Dollars.	Dols. c.
Cotton piece goods—						
Drills, American	12,735	70,043	5 50	4,415	33,102	7 50
Shirtings, dyed	3,717	14,868	4 0	3,284	15,322	4 50
,, grey	82,629	330,516	4 0	67,867	353,676	5 50
,, white	7,579	31,452	4 12½	10,935	72,690	7 0
T-Cloths	19,325	62,806	3 25	8,933	40,198	4 50
Chintzes	3,570	10,710	3 0	4,035	12,105	3 0
Velveteens	1,028	24,672	24 0	1,485	12,250	8 0
Velvets	378	9,450	25 0	1,142	11,991	10 50
Woollens—						
Camlets	1,733	12,131	7 0	1,364	24 375	18 0
Long ells	1,960	19,110	9 75	2,040	15,300	7 50
Spanish stripes	1,566	31,200	20 0	2,348	42,420	18 0
Woollen and cotton mixtures	1,824	7,296	4 0	5,234	31,404	6 0
Metals—	Piculs.			Piculs.		
Nail-rod iron	12,177	36,531	3 0	17,126	60,033	3 50
Pig lead	3,358	27,711	8 25	3,431	25,734	7 75
Tin slabs	26,424	792,720	30 0	8,790	192,867	22 0
Tinfoil	5,252	131,300	25 0	1,614	154,926	96 0
Opium—						
Patna	56	39,256	700 0	226	128,569	570 0
Malwa	2,707	2,027,520	750 0	3,011	2,258,430	750 0
Sugar—						
Brown	134,098	804,594	6 0	113,260	679,560	6 0
Candy	10,294	132,522	12 50	6,701	80,382	12 0
White	68,251	614,259	9 0	29,963	269,712	9 0
Rice	1,916,051	6,706,182	3 50	1,911,143	5,613,463	3 0

N.B.—The picul is equal to 133⅓ lbs. avoirdupois.

(Signed) W. H. FITTOCK, *Consul.*

British Consulate, Ningpo, March 15, 1865.

(No. 7.)—A COMPARATIVE Table of the Principal Articles, and Average Prices, of the Foreign Trade at the Port of Ningpo, during the years 1863–64.

EXPORTS.

Commodities.	1863. Quantities.	1863. Value.	1863. Average Prices.	1864. Quantities.	1864. Value.	1864. Average Prices.
Tea—	Piculs.	Dollars.	Dols. c.	Piculs.	Dollars.	Dols. c.
Black	44	1,100	25 0	...	...	...
Green	20,947	900,721	43 0	53,810	2,475,260	46 0
Leaf	15,447	386,275	25 0	5,307	159,210	30 0
Silk—						
Raw	52	23,234	450 0	949	379,600	400 0
Piece Goods	34	23,989	706 0	90	72,000	800 0
Cotton—						
Raw	125,154	3,504,340	28 0	103,201	3,096,030	30 0
Copper—	Strings.			Strings.		
Cash, strings of 1,000 each	394,580	328,817	12,00 per cent.	1,362,892	1,362,892	1,000 per dol.
	Piculs.			Piculs.		
Old	9,328	88,616	9 50	6,415	64,150	10 0
Fish, salt	37,118	222,714	6 0	28,600	257,400	9 0
Paper	5,285	36,531	7 0	5,454	109,080	20 0
Mats, straw	860,779	172,160	20 per cent.	722,000	216,600	30 per cent.
Tinfoil	6,449	161,225	25 0	4,233	406,368	96 0
Fans, paper	534,178	13,400	2½ per cent.	1,216,252	60,813	5 per cent.

(Signed) W. H. FITTOCK, *Consul.*

British Consulate, Ningpo, March 22, 1865.

Printed Notices of the Establishment of two Lighthouses at the Mouth of the River.

Notification.

British Consulate, Ningpo, March 21, 1865.

The Undersigned publishes for the information of shipmasters approaching the Port of Ningpo at night, the undermentioned notices of P. Giquel, Esq., the Commissioner of Customs, relative to the establishment of a lighthouse on Pas Yew or Tiger's Island, and another on Tse Le Island, both islands being at the mouth of the River Yung.

Also a notice that a buoy has been placed over the Sesotris Rock, situated about a quarter of a mile from Pas Yew Island.

(Signed) W. H. FITTOCK, *Consul.*

Office of Maritime Customs, Ningpo, March 20, 1865.

Notice is hereby given that a large iron buoy, painted red, has been placed directly over the Sesostris Rock, situated about quarter of a mile from Pas Yew Island, bearing thence East three quarters North.

(Signed) P. GIQUEL, *Commissioner of Customs.*

Office of Maritime Customs, Ningpo, March 20, 1865.

Tse Le Lighthouse.

Notice is hereby given that an octagon lighthouse, painted white, has been built on Tse Le or Square Island; and that on and after the 22nd of March, a fixed bright light, visible from all the points of the compass, will be displayed from the said structure from sunset to sunrise.

Tse Le Island is situated in a north-easterly direction from the mouth of the River Yung, the entrance of this port, and distant about $3\frac{1}{2}$ miles from it.

The light stands at an elevation of 186 feet above the level of the sea. Latitude 29° 59′ 22 ″ north. Longitude 121° 45′ 6″ east.

(Signed) P. GIQUEL, *Commissioner of Customs.*

Office of Maritime Customs, Ningpo, March 20, 1865.

Pas Yew Lighthouse.

Notice is hereby given that an octagon shaped lighthouse, painted on the sides red and white alternately, has been built on Pas Yew or Tiger's Island; and that on and after 22nd of March, a fixed red light, visible from all points of the compass, will be displayed from the said structure from sunset to sunrise.

Pas Yew Island is distant about $\frac{1}{2}$ a mile from the mouth of the River Yung, and near to the entrance of this port.

The light stands at an elevation of 154 feet above the level of the sea. Latitude 29° 57′ 43″ north. Longitude 121° 43′ 51″ east.

(Signed) P. GIQUEL, *Commissioner of Customs.*

No. 18.

Consul Meadows to Earl Russell.—(*Received July* 6.)

My Lord, *Port of Newchwang, April* 22, 1865.

I HAVE the honour to forward herewith inclosed copy of a letter this day addressed by me to Her Majesty's Chargé d'Affaires, together with the duplicate copy of the Returns and Report to which it refers.

I have, &c.

(Signed) THOS. TAYLOR MEADOWS.

Inclosure 1 in No. 18.

Consul Meadows to Mr. Wade.

Sir, *Port of Newchwang, April* 22, 1865.

I FORWARD, herewith inclosed, one copy of Trade Returns for this Consular district during the years 1862, 1863, and 1864, accompanied by a Report. The duplicate copy I despatch by a vessel about to leave for Shanghae, directly to his Lordship the Chief Secretary of State, as, owing to my being so long detained in the interior of the country, engaged in the trial of Blackwood for two homicides, and in the subsequent writing connected with that case, I find there is barely time for these Returns, sent directly, to reach the Foreign Office before the 30th June; when, by a recent circular of Earl Russell, Consuls were required to send in their Trade Returns. I trust that this course will meet with your approval.

Respectfully,

(Signed) THOS. TAYLOR MEADOWS.

Inclosure 2 in No. 18.

Report on the Trade of the Consular District of Newchwang for the Years 1862, 1863, *and* 1864.

Port of Newchwang, April 21, 1865.

As regards the years 1862 and 1863, the accompanying Tables show the amount of the whole of the foreign shipping, non-British as well as British, but give the cargoes of British vessels only. The British Consulate books furnished materials more or less complete for the Tables of Imports and Exports in British vessels for these two years; and from those materials, with such as have been obtainable from the mercantile firms, those Tables have been compiled.

As regards the year 1864, a Foreign Department of the Imperial Customs having been established soon after the opening of the navigation in that year, and the head of that Department, Mr. Commissioner Mackey, having obligingly placed his Returns at my disposal, it has been possible to make Tables giving the cargoes of the whole of the foreign shipping.

From the above indicated sources, the inclosed Tables have been compiled by Mr. Consular Assistant Gardner.

Table No. 1 gives the foreign shipping during the years 1862 and 1863; and Table No. 2 the foreign shipping for the year 1864.

Tables Nos. 3 and 4 show the imports and exports in British vessels during the years 1862 and 1863.

Tables Nos. 5 and 6 show the imports and exports in all foreign vessels, non-British and British, during the year 1864.

Table No. 7 of "re-exports" shows what goods brought in by foreign vessels during 1864, were taken away again by them.

Referring to my Report of the 18th November, 1862, I now subjoin some remarks supplemental of what I there said of the extent and capabilities of the New-chwang Consular district in a commercial point of view.

I there ventured to assume that, notwithstanding the direct water communication of the large Sungari valley, and those of its two affluents, the Nonni and the Hurka, with the Russian ports at the mouth of the Amoor, the port of New-chwang might compete favourably with those ports in the trade of those valleys, although it is separated from the latter by a water-shed.

Immediately after writing that Report, I started for the water-shed in question. The official high road from Moukden, the capital of this province, to Kirin on the Sungari, crosses the water-shed at about 160 miles to the north-east of Moukden. I crossed it there, proceeding as far as Etung, a town situated on a river of the same name, and which is a branch of the Sungari. The highest part of the water-shed I found to be a small table-land elevated but little above the country to the north and south of it, and with very gentle slopes down each side. Indeed, it appeared to me, from what I could observe in riding over it, that a railway might be carried from the valley of the Leaou, on the southern side of the water-shed, to that of the Sungari (or Amoor), on its northern side, without either tunnelling or zigzagging. I found at Etung that the native merchants were in habitual business communication with those of this port, and saw being collected, in large yards, a number of the black pigs that are annually driven in numerous droves into this town to be killed and salted for exportation to middle and southern China. I have since found that a considerable portion of the pulse oil which is brought from the interior to this port comes from the upper part of the Sungari valley, a district lying but a very little to the south of Kirin. It comes by a road which lies more to the west (partly in Mongolia) than the official high road between Kirin and Moukden pursued by me. I have not yet had leisure to examine it; but, from the accounts of the Chinese, it would, in the winter months at least, seem to offer even more facilities for intercourse than the other. Altogether, I feel justified in now stating positively, what I assumed two and a-half years ago, that if the Chinese provincial authorities are not allowed to throw artificial obstructions in the way of British adventure, our merchants at this port-town may compete successfully with the merchants settled at the Russian Amoor ports for the trade of the valleys of the Sungari, Hurka, and Nonni. I may add that the immigration of southern Chinese into these valleys, and their consequent cultivation, has increased so much that, within the last year, the Imperial Government, notwithstanding its very serious cares in China Proper, has been compelled to undertake an administrative charge by an alteration and an extension of the judicial body. This the Peking Gazette has shown us.

In my Report of November 1862, I gave it as my opinion that "viewed commercially the valley of the Yaloo must be considered as lying without this Consular district." By the "valley of the Yaloo," I meant not only the country drained by that river, but also that drained by the smaller ones which, like it, empty themselves into the head or northern end of the Yellow Sea; I meant the whole of the country which lies between the Leaou Mountains (that from the eastern side of the Leaou Valley) and Corea.

I have now to alter that opinion in a sense favourable to this port. In forming it, I had underestimated the advantages of the speedy, safe, and insurable foreign ships now allowed to come to this port as compared with the slow, unsafe, and uninsurable junks which alone are permitted to visit

the ports at the head of the Yellow Sea—advantages so great as to counterbalance the costs of the land carriage across the Leaou Mountain range for all but the heaviest articles in proportion to price. That range does interpose very serious obstacles to commercial traffic. In the autumn of 1863 I crossed it by two roads, one to the south-east, the other to the north-east of this town. Where they cross the range, these two roads are distant from each other about 50 miles. The more northerly is the road from the city of Hae-ching to that of Fung-hwang and is the easier of the two, yet on it there are several steep passes of apparently 800 to 1,200 feet elevation to be crossed by zigzag roads. Still it is a fact that the most, if not all, of the cotton manufactures are conveyed by it which Chinese dealers sell to the Coreans, who come thrice annually to trade at the Fung-hwang gate-town. Those Chinese dealers supply themselves at this port, and their custom is likely to be of some importance to the foreigners at it so soon as the price of raw cotton in the west shall have fallen.

The Yaloo is the boundary between Corea and China. The left or Corean bank is cultivated and studded with cities, villages, and farm-houses. The Chinese side is an uninhabited belt of forest, which near its mouth is about 30 miles broad and becomes broader further north. At about 25 miles from its mouth I found the breadth of the Yaloo to be about 300 yards, with a depth of 20 feet. Its bed was there shingly, and though the tides caused a rise and fall of the water the river had, even at that short distance from the sea, something of the mountain-torrent character. On the western edge of the belt of forest, of which I have spoken, stands at the Fung-hwang palisade gate, a gate-town consisting chiefly of inns for the accommodation of the Coreans, who come thrice annually across the Yaloo and the forest belt to trade; once during the third moon, once during the ninth, and a third time during the twelfth. On each occasion the legal trading period is one month, but presents to the Chinese mandarins may extend the period for ten days should a good business render the making of presents advisable. The Chinese mandarins come from the city of Fung-hwang, situated about 10 miles to the west of the gate-town. In 1863 I was in the belt of the forest when the trading period of the ninth moon began. Parties of Corean workmen first appeared, who repaired the bridges over the streams crossed by the road through the forest. Then came innkeepers, who established themselves in tents at different points along the road for the entertainment of their trading countrymen, who kept passing back and forward night and day between their own country and the gate-town, the merchants on horseback, the goods on bullocks attended by their drivers. No carts were used. It took the bullocks two days to pass from the Yaloo to the gate-town. The most costly articles brought by the Coreans are ginseng, the bones and skins of the furry tiger of the Corean Mountains (and which is also found in north-eastern Manchooria), and gold dust. Foreign cotton manufactures, with opium, are the principal articles taken by them in return.

In the journey to the Corean borders of the autumn of 1863 to which I have above referred, I found myself, so soon as I had crossed the watershed of the Leaou Mountains, travelling through a silk-producing country. I had, indeed, heard before of silk being produced at and near Fung-hwang city, but had considered it merely an amateur domestic occupation not capable of being developed into a trade. That it is much more than this, and that it may furnish in time what the port greatly wants, an article of export to Europe, may be seen from Inclosures Nos. 8 and 9. No. 8 is a copy of a memorandum which I sent in the summer of 1864 to the Chamber of Commerce at Shanghae, with some cocoons, some

twigs and leaves from the bush on which the grub feeds, and a piece of the silk stuff made in that country. These articles were handed by the Chamber to Mr. Major, a gentleman having a practical knowledge of silk production both in Europe and China; and Inclosure No. 9 is a copy of the chief portion of his report on them.

As to the questions raised by Mr. Major, only a personal visit to the silk-producing country for the express purpose of getting information could enable me to give answers to them on which I myself could place full reliance. It is difficult enough to extract good information from Chinese when in the midst of the things inquired of: at a distance it is next to impossible. As an instance of this, I may state that in spite of all my frequent inquiries made both when in the silk-producing district and at this port from natives of that district, it is only within the last few months that I have learnt of another tree besides the oak on which the large worm feeds. The oak bush is called locally *Po lih ko tsi*. The other bush is called *Chien tso tsi*. Its leaves are narrow and long as compared with those of the oak bush. Its bark is of a greenish white hue and is smooth, and its trunk and branches straight and ungnarled as compared with those of the oak. It produces a seed or fruit on which pigs feed. It must, I think, be a species of beech. The silk produced by worms fed exclusively on this bush is said to be stronger than when they are fed on the oak.

It is, I fear, beyond doubt that the oak leaf-eating worm, the *shan keen* or mountain worm, as the Chinese here call it, is of a different species from the mulberry leaf-eater, which is here called the *kea keen* or domestic worm; and that, therefore, the hope hinted at by Mr. Major, of a beneficial crossing, cannot be indulged in. On the other hand, the mulberry leaf-eater or domestic worm of the Newchwang Consular district does seem to be of the same species as that of middle China; and it might be desirable to try the effects of a crossing with an animal that has probably for many generations been a separate inhabitant of this widely different climate.

As the cocoon produced by the mountain worm is about three times the size of that produced by the domestic worm, so the worm itself is about thrice the thickness, though little if any thing longer. It is of a brown or dry earth colour, and has on its back little knobs or protuberances. In its flying stage the "mountain" insect is a large and richly coloured butterfly, measuring from tip to tip of its expanded wings some 7 to 9 inches, "as large as a swallow." A native of the silk country now here professes to have once fed a few mountain worms on mulberry leaves. They ate as much as five or six times the number of domestic worms: and the cocoons they spun did not at all differ in their appearance from those spun by mountain worms fed on oak bushes. The same man tells me that the stuff made from the cocoon of the mountain worm will take only a black or a purple dye, and that those who desire to make with it a stuff of other colour are obliged to use some proportion of cotton threads.

Looking to the three great classes of textiles, cotton, wool, and silk, the produce of the mountain worm must be classed with the latter, inasmuch as it neither grows on a shrub nor on an animal's back, but is produced by a leaf-eating worm, and viewed as "silk," it is manifestly of an inferior quality. But if we choose to look at it simply as a new textile, there is some reason to believe that it may prove to have useful qualities not possessed by either silk, wool, or cotton.

Should it be found to possess some such peculiar quality so useful as to make it specially marketable, then it will become a matter of interest to ascertain whether a cocoon-forming worm which exists in a wild state in

British North America—near the Canadian lakes I think,—is not the same animal as the Newchwang "mountain" worm. The climate of the two regions is essentially the same, and if the cultivation should seem desirable in Canada, the difficulty of want of experience as well as want of sufficient labourers might be got over by introducing Chinese emigrants from the Newchwang silk-districts. Be that as it may, the produce of the mountain worm spun into thread or as cocoons should, if the provincial authorities are not allowed to interpose barriers to foreign adventure, prove a fairly remunerative export from this port town, and that for the reason stated in the accompanying memorandum: it has for generations back paid Chinese dealers to send it seaward in junks.

The present most obvious advantage derived by England from this port consists in the employment which it gives to a portion of her shipping. In 1861, the first year of open trade, thirteen British vessels entered the port; in 1862 we had twenty-one; in 1863 fifty-six; and in 1864 seventy-four. There is reason to believe that the number will increase in ensuing years. In this connection I would, however, draw attention to the fact that the north German shipping exceeds the British. In the Tables for 1862, 1863, and 1864, I have had it grouped together with the object of comparison with the British. From these it will be found not only that North German tonnage has during the last three years been greater than the British, but that the disproportion has been annually increasing in our disfavour, thus :—

Year.	British.	North German.
	Tonnage.	Tonnage.
1862	100	106
1863	100	135
1864	100	155

Next to the employment here of shipping in the carriage of Chinese and Straits produce, it is by the importation of British-made cotton fabrics, of window glass, and of iron and tin, with doubtless some "fancy" articles or articles of luxury of British manufacture, that this port is likely to be of some advantage to England. There is a fair prospect that the consumption of the articles I have mentioned, at present comparatively small, will yearly extend throughout the wide region to which this port is the natural inlet, and which I have for that reason called the Newchwang Consular district. To take window glass for instance, it has as yet but made its first small beginnings in that displacement of paper in the Chinese windows which is quite certain to ensue. At present in each Chinese room, the whole of the southern front from 3 or 4 feet above the floor up to the ceiling must be window: the opacity of the paper used rendering all that space requisite in order to obtain sufficient light. The consequence is that in the long winters the inhabitants have practically "nothing but a sheet of paper" between them and a temperature which near the coast is at night not unfrequently 5 to 10 degrees below zero, and is much more severe further north; as at Etung for example, where, during my visit in December 1862, the thermometer sank every night to 30 degrees below zero. With glass, itself a much better protection than paper, half the space of room front gives more light, and the remaining space can be made solid wall.

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(No. 1.)—TABLE of Foreign Vessels which entered the Port of Newchwang in the Years 1862 and 1863.

	1862.					1863.				
	Number of Vessels.	Tonnage of Smallest Vessel.	Tonnage of Largest Vessel.	Average Tonnage.	Total Tonnage.	Number of Vessels.	Tonnage of Smallest Vessel.	Tonnage of Largest Vessel.	Average Tonnage.	Total Tonnage.
British	21	194	829	426	8,945	56	102	760	349	19,548
Hamburgh ..	25	168	600	277	6,934	61	100	500	277	16,863
Bremen	1	420	420	420	420	15	198	540	293	4,394
Lubeck	1	288	288	288	288	..	..	..	..	..
Prussian	2	250	781	515	1,031	6	160	781	394	2,366
Hanoverian ..	1	450	450	450	450	4	170	450	330	1,321
Oldenburg ..	1	360	360	360	360	6	220	262	235	1,410
Total North German	31	168	781	306	9,483	92	100	781	286	26,354
Danish	14	100	381	209	2,934	13	123	381	247	3,219
American ..	11	250	596	372	4,992	21	110	560	329	6,922
Sweden and Norway	5	184	350	245	1,225	7	180	330	233	1,730
Dutch	4	218	350	267	1,068	7	244	350	284	1,989
Belgian	..	..	..	..	..	1	225	225	225	225
Russian	..	..	..	..	..	2	250	258	254	508
Siamese	..	..	..	..	..	2	180	500	340	680
Total ..	86	100	829	322	27,747	201	100	781	304	61,155

Two vessels were wrecked at this port during 1862 and four during 1863.

In 1862 the first vessel of the season arrived in port on the 29th March, and the last vessel left the port on the 18th November, but was unable to get over the bar before the 24th.

In 1863 the first vessel arrived on the 22nd March, but was very much cut and damaged by the floating ice; the last vessel cleared on the 15th November, but did not get over the bar till the 27th.

The bar is about eighteen miles river-road from the discharging and lading anchorage off the town.

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(2.)—TABLE of Foreign Shipping, &c., during 1864.

	Number of Vessels.	Tonnage of smallest Vessels.	Tonnage of largest Vessel.	Average Tonnage.	Total Tonnage.
British	74	132	760	328	24,302
Hamburgh	83	100	481	276	22,950
Bremen	28	118	444	284	7,957
Lubeck	1	330	330	330	330
Prussian	8	169	497	296	2,372
Hanoverian	7	132	481	213	1,491
Mecklenburg	7	109	392	263	1,842
Oldenburg	3	222	337	298	896
Total North German .	137	109	497	276	37,838
Austrian	4	236	445	349	1,398
Danish	29	130	375	237	6,887
American	20	250	580	363	7,267
French	10	191	472	325	3,254
Swedish		235	330	283	2,289
Norwegian	9	218	344	264	2,380
Dutch	7	182	296	245	1,720
Belgian	2	206	214	210	420
Russian	1	226	226	226	226
Siamese	1	300	300	300	300
Total	302	100	760	292	88,281

During 1864 six foreign vessels (tonnage 1,557) were wrecked in coming into port.

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(No. 3.)—TABLE of Imports carried in British Vessels.

	1862.					1863.				
	Packages.	Piculs.	Pieces.	Weight in lbs. avoir-dupois.	Estimated Value in £ Sterling.	Packages.	Piculs.	Pieces.	Weight in lbs. avoir-dupois.	Estimated Value in £ Sterling.
Opium	115	115	..	14,950	20,000	279	279	..	37,200	50,000
Cotton goods—										
Figured Orleans	44	..	1,547			..	..	..		
American drills	615	..	9,325			20	..	300		
Grey shirtings	227	..	11,600			214	..	10,700		
White spotted shirtings ..	106	..	5,299			80	..	3,995		
Dyed ditto	21	..	950			..	..	..		
T-cloths	253	..	4,702	..	44,000	86	..	4,253	..	18,000
Chintz	5	..	500			..	..	..		
Domestics	83	..	1,860			..	..	..		
Dimities	5	..	80			..	..	..		
Not specified	387	..	14,000			50	..	2,900		
Spanish stripe	14	..	338	..	1,500	..	..	..	..	..
Iron, in bars	..	6,485	..	865,000	5,600	..	1,115	..	148,670	1,000
„ in nail-rods	..	60	..	8,000	23	..	..	..	..	..
Tin, in blocks	..	164·50	..	21,913	990	..	..	..	..	..
„ in foil	..	..	..	..	..	..	16·82	..	2,242	100
Lead	..	..	..	..	..	..	2·50	..	333	10
Sugar	..	4,658	..	621,000	6,000	..	6,377	..	850,000	10,000
Tea	638	191·40	..	25,520	1,200	1,721	516·30	..	68,840	3,240
Shark-fin	..	3·82	..	509	140	..	0·72	..	96	25
Gypsum	..	200	..	26,666	80	..	..	..	..	..
Pepper	25	7·50	..	1,000	75	..	..	..	..	..
Clocks	37	..	..	..	750	..	..	..	..	..
Empty bags	..	..	270,000	..	2,700	..	..	80,500	..	805
Alum	..	300	..	40,000	350	..	..	..	..	..
Medicine	26	23·40	..	3,120	182	133	..	..	15,960	920
Cotton	199	179·10	..	22,880	900	..	..	..	..	..

	1862.					1863.				
	Packages.	Piculs.	Pieces.	Weight in lbs. avoir-dupois.	Estimated Value in £ Sterling.	Packages.	Piculs.	Pieces.	Weight in lbs. avoir-dupois.	Estimated Value in £ Sterling.
Paper	2,604	..	..	..	860	14,385	..	..	..	4,700
Chinese wine	318	..	..	..	425	..	..	..	..	..
Copper cash	..	..	6,000,000	..	1,600	..	..	4,000,000	..	1,066
Candles	15	7·50	6,000	1,000	40	..	..	..	..	..
Arsenic	38	..	..	..	350	..	..	..	..	..
Planks	..	..	200	..	30	..	..	..	..	..
Chinese manuscript books ..	8	..	4,000	..	150	..	..	..	..	..
Japan wood	..	60	..	8,000	100	..	..	..	..	..
Mangrove bark	..	200	..	26,666	500	..	..	..	..	..
Glass	..	..	..	..	..	512	..	..	..	750
Wax	..	..	..	..	..	25	..	..	..	100
Bamboo	..	..	..	..	..	..	13	..	1,733	7
Chinaware	..	..	..	..	..	1,282	..	..	..	1,200
Spars	..	..	..	..	..	..	..	..	..	160
Firewood	..	..	..	..	..	..	20	..	2,666	2
Hemp	..	..	..	..	..	160	..	..	..	800
Opium pipes	..	..	..	..	..	1	..	..	..	50
Coal	..	..	..	..	..	..	..	..	143,360	360
Chunam	..	..	..	..	..	..	180	..	24,000	90
Silk	..	..	..	..	..	3	..	..	..	80
Grass cloth	..	..	..	..	..	9	..	..	..	50
Fans	..	..	..	..	..	1	..	..	..	30
Dried snake	..	..	..	..	..	1	..	..	..	100
Galangal	..	..	..	..	..	..	65	..	8,766	250
Treasure	..	..	..	..	..	15	..	..	..	7,500
Total	..	..	..	..	88,545	..	..	..	..	101,395

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(No. 4.)—TABLE of Exports carried in British Vessels.

	1862.							1863.						
	Piculs.	Pieces.	Baskets.	Bales.	Jars.	Cases and Boxes.	Weight in lbs. avoir-dupois.	Piculs.	Pieces.	Baskets.	Bales.	Jars.	Cases and Boxes.	Weight in lbs. avoir-dupois.
Peas..	69,281	..	..	..	..	..	9,237,466	194,935	..	..	..	..	..	25,991,333
Bean-cake	..	99,286	..	..	..	..	6,056,446	..	383,924	..	..	..	..	23,419,364
Pea oil	..	..	1,547	..	..	..	696,150	..	..	1,550	..	..	..	697,500
Rice..	1,509	..	..	..	..	..	200,200	6,898	..	..	..	..	..	919,733
Millet	918	..	..	..	..	..	122,400	690	..	..	..	..	..	92,000
Barley	..	..	..	..	..	..	..	86	..	..	..	..	..	11,466
Wheat	..	..	..	..	..	..	..	300	..	..	..	..	..	40,000
Flour	19·73	..	..	..	..	..	2,630	..	..	..	..	..	..	..
Hempseed	1,066·44	..	..	..	..	..	142,192	447	..	..	..	..	..	59,600
Rapeseed	2,000	..	..	..	..	..	266,666	1,758·60	..	..	..	..	..	234,480
Melon seed	246	..	..	..	..	..	32,800	395	..	..	..	..	..	52,666
Aniseed	..	..	..	..	..	..	..	500	..	..	..	..	..	66,666
Charcoal	78	..	..	..	..	..	10,400	..	..	..	..	..	..	..
Medicine	..	..	..	5	..	..	600	..	..	..	623	..	..	74,760
Chinese wine	..	..	..	..	6	..	3,000	..	..	..	..	163	..	80,000
Bezoar	430	..	..	..	..	..	57,333	..	..	..	..	..	..	..
Pigs..	..	400	..	..	..	..	60,000	..	..	..	..	..	..	..
Lard	28·30	..	..	..	..	..	3,773	30	..	..	..	..	..	4,000
Pork	..	..	..	..	..	..	..	180	..	..	..	..	..	24,000
Tallow	300	..	..	..	..	..	40,000	74·80	..	..	..	..	..	9,973
Indigo	203	..	..	..	..	..	27,066	..	..	..	..	..	..	..
Alum	280	..	..	..	..	..	37,333	..	..	..	..	..	..	..
Seaweed	..	..	..	140	..	..	16,800	..	..	..	..	..	..	..
Ox sinew	..	..	..	..	..	..	..	20	..	..	..	..	..	2,666
Shrimp skins	..	..	..	..	..	..	..	17	..	..	..	..	..	2,266
Dried lily	..	..	..	..	..	..	..	9	..	..	..	..	..	1,200

	1862.							1863.						
	Piculs.	Pieces.	Baskets.	Bales.	Jars.	Cases and Boxes.	Weight in lbs. avoir-dupois.	Piculs.	Pieces.	Baskets.	Bales.	Jars.	Cases and Boxes.	Weight in lbs. avoir-dupois.
Isinglass	..	..	..	..	..	..	..	355	..	..	..	..	..	47,333
Cotton	..	..	..	..	..	..	..	..	..	..	443	..	..	53,160
Opium pipes	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Furs..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
Empty bags	..	..	..	..	..	..	..	..	..	..	80	..	..	..
Pottery	..	..	..	..	..	..	..	..	300	..	..	..	..	..
Treasure	..	..	..	..	..	16	..	..	..	..	..	..	..	..
Shirtings	..	..	..	..	..	16	..	..	..	..	..	..	..	..

N.B.—About one-tenth of the total exports during 1862, and one-eighth during 1863, was carried by British vessels; the other foreign vessels carrying about three-tenths in 1862, and three-eighths in 1863. The rest was carried by Chinese junks.

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(No. 5.)—TABLE of Imports to the Port of Newchwang during 1864.

FOREIGN.		Before the Opening of the Foreign Custom-House, May 9, 1864.		Since the Opening of the Foreign Custom-House, May 9, 1864.						Total.		Total Value in Taels
		In 50 Foreign Vessels, of which 21 were British.		In 53 British Vessels. Tonnage, 17,770.		In 16 American Vessels. Tonnage, 6,112.		In 183 Sundry Vessels. Tonnage, 50,210.		In 302 Vessels.		
		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	
Blankets	pairs	..	..	..	..	..	..	50	..	50	..	150
Brocades	..	750	..	..	..	..	..	200	..	950	..	4,750
,, dyed	..	750	..	..	..	..	..	400	..	1,150	..	5,750
,, worsted	..	..	..	..	..	..	..	400	..	400	..	2,000
Camlets, woollen	..	300	..	..	..	..	..	720	..	1,020	..	5,100
Chintzes	..	..	..	..	..	..	..	199	..	199	..	497
Cotton, dyed	..	..	..	100	..	..	..	..	..	100	..	250
Crapes, white	..	..	..	..	..	..	..	35	..	35	..	175
Drills, English	..	..	..	..	..	..	..	2,172	..	2,172	..	11,946
Lastings	..	..	..	..	..	..	..	160	..	160	..	800
Long ells	..	..	..	..	..	..	..	20	..	20	..	140
Lustres	..	..	..	..	..	..	..	900	..	900	..	4,500
,, brocaded	..	..	..	..	..	..	..	240	..	240	..	1,200
Orleans, figured	..	..	..	280	..	..	..	..	..	280	..	2,500
Shirtings, grey	..	250	..	5,702	..	..	..	10,670	..	16,622	..	58,177
,, white	..	..	..	850	..	..	..	5,094	..	5,944	..	20,804
Spanish stripes	..	..	..	50	..	..	..	100	..	150	..	2,827
Spots, white	..	..	..	500	..	..	..	..	..	500	..	1,250
T-cloths	..	500	..	..	..	..	..	2,000	..	2,500	..	3,000
Cardamoms, superior	..	..	19 76	..	..	..	..	..	9 79	..	29 5	434
Clocks	..	..	..	..	..	..	..	8	..	8	..	24
Cloves	..	..	22 35	..	9 50	..	..	..	16 50	..	48 35	193
Coal	tons	..	..	45	..	..	..	25	..	70	..	910
Gum, olibanum	..	..	..	..	..	..	..	..	7 95	..	7 95	79

		Before the Opening of the Foreign Custom-House, May 9, 1864.		Since the Opening of the Foreign Custom-House, May 9, 1894.						Total.			Total Value in Taels.
		In 50 Foreign Vessels, of which 21 were British.		In 53 British Vessels. Tonnage, 17,770.		In 16 American Vessels. Tonnage, 6,112.		In 183 Sundry Vessels. Tonnage, 59,210.		In 302 Vessels.			
		Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.		
Iron, bar	..	..	..	..	..	..	698 70	..	..	..	2,206 44	..	2,905 14	8,135
,, nails	..	..	..	..	593 0	..	1 21	..	..	..	..	..	594 21	1,486
Lead	..	..	..	..	..	..	..	..	..	..	585 78	..	585 78	2,529
Lumber	..	..	sq. feet	..	..	..	..	23,550	..	..	..	23,550	..	942
Matches	..	..	gross	200	..	..	..	..	..	1,473	..	1,673	..	1,004
Myrrh	..	..	..	..	..	..	..	..	..	..	5 67	..	5 67	57
Needles	..	..	..	..	..	..	..	..	..	250,000	..	250,000	..	72
Nutmeg	..	..	..	..	..	..	..	..	..	..	3 17	..	3 17	13
Opera glasses	..	..	..	..	..	..	..	5	..	..	..	5	..	15
Opium, Malwa	..	..	..	..	46 0	..	118 0	..	17 0	..	354 78	..	535 78	310,752
,, Patna	..	..	..	..	..	..	..	..	..	..	12 63	..	12 63	5,052
,, prepared		..	..	..	..	..	..	..	..	..	3 79	..	3 79	3,032
Paint, black	..	..	..	..	..	..	0 80	..	..	..	..	..	0 80	12
,, oil	..	..	..	..	..	..	1 55	..	..	..	..	..	1 55	12
Pepper	..	..	..	..	..	..	402 22	..	50 0	..	1,177 48	..	1,629 70	6,519
Putchuck	..	..	..	..	..	..	..	..	..	..	52 10	..	52 10	781
Rattans	..	..	..	..	..	..	..	..	..	..	107 65	..	107 65	323
Rope	..	..	..	..	9 0	..	4 31	..	..	..	..	..	4 31	26
Smalts	..	..	..	..	..	..	..	..	..	..	8 0	..	8 0	240
Tin	..	..	..	..	98 20	..	85 0	..	..	..	195 88	..	280 88	6,824
Window glass	..	..	..	1,107	..	569	..	1,000	..	2,215	..	4,891	..	3,695
Wood, Sapan	..	..	..	..	..	..	436 38	..	..	..	874 87	..	1,311 25	2,622
GENERAL.														
Aniseed	..	..	..	..	..	..	61 60	..	..	..	230 53	..	292 13	2,045
Bags, gunny	..	..	..	35,400	..	28,600	..	40,500	..	248,824	..	353,324	..	17,666

Bags, hemp, grass	..	..	..	..		..		..		..		..		..		..	2	50	5
,, straw	..	..	..	..		2,500	..		..	..		6,700	..		9,200	..			184
Bamboo poles	..	..	..	..		..	..		..	..		668	..		668	..			80
,, split	..	..	..	..		..	..		..	..		..	38	60	..	38	60		193
,, ware	..	..	..	..	21	91	..	20	44	..	..	..	47	23	..	89	58		1,479
Betel nut	..	..	..	..	..		..	..		..	..	..	816	53	..	816	53		3,266
,, husk	..	..	..	..	..		..	..		..	..	..	10	90	..	10	90		22
Brass ware	..	..	..	..	121	63	..	5	7	..	..	..	103	25	..	229	95		9,198
Brass buttons	..	..	..	..	..		..	3	78	..	..	..	338	68	..	342	46		12,328
Books, China printed	..	..	..	..	..		..	..		..	..	..	60	44	..	60	44		604
Bricks	..	..	..	..	..		..	..		17,000	..	20,000	..		37,000	..			148
Capoor cutchery	..	..	..	..	..		..	..		..	..	..	7	9	..	7	9		21
Caps, satin	..	..	..	..	..		..	..		..	..	14,400	..		14,400	..			864
Camphor	..	..	..	..	..		..	..		..	..	..	10	0	..	10	0		30
Cardamoms, inferior	..	..	..	..	..		..	..		..	..	..	46	42	..	46	42		464
Cassia lignea	..	..	..	..	..		..	..		..	..	..	35	39	..	35	39		141
,, twigs	..	..	..	..	..		..	..		..	..	..	45	85	..	45	85		92
Cement	..	..	..	..	..		..	..		..	..	..	252	0	..	252	0		252
Chalk, prepared	..	..	..	..	740	0	..	72	29	..	..	..	853	33	..	1,665	62		9,994
China root	..	..	..	..	..		..	..		..	..	..	8	17	..	8	17		41
Chinaware, coarse	..	..	..	..	..		..	447	31	..	..	..	252	27	..	699	58		6,296
Cinnamon	..	..	..	..	..		..	..		..	..	..	12	13	..	12	13		97
Cinnabar	..	..	..	..	1	22	..	..		..	..	..	3	15	..	4	37		175
Dye, green	..	..	..	..	..		..	..		..	..	..	24	66	..	24	66		74
Fans, paper	..	..	..	..	..		..	..		..	..	81,730	..		94,560	..			1,891
Flower, dried	..	..	..	..	..		..	..		..	..	..	27	82	..	27	82		61
,, root	..	..	..	..	..		..	..		..	..	..	1	20	..	1	20		2
Gamboge	..	..	..	..	..		..	..		..	..	..	3	0	..	3	0		84
Ginger, dried	..	..	..	..	..		..	9	23	..	..	..	12	32	..	21	55		64
,, green	..	..	..	..	745	80	..	62	30	..	9	93	433	90	..	1,251	93		1,252
Glass-ware	..	..	..	..	..		..	..		..	..	..	8	81	..	8	81		105
Glue	..	..	..	..	..		..	..		..	..	..	14	0	..	14	0		42
Grass-cloth, fine	..	..	..	..	..		..	1	18	..	..	..	1	12	..	2	30		460
,, coarse	..	..	..	..	..		..	0	61	..	..	..	7	12	..	7	73		1,159
Heartall	..	..	..	..	..		..	..		..	..	..	14	9	..	14	9		84
Hemp, grass	..	..	..	..	..		..	..		..	69	50	49	60	..	119	10		238

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	Before the Opening of the Foreign Custom-House, May 9, 1864.		Since the Opening of the Foreign Custom-House, May 9, 1864.						Total.		Total Value in Taels.
	In 50 Foreign Vessels, of which 21 were British.		In 53 British Vessels. Tonnage, 17,770.		In 16 American Vessels. Tonnage, 6,112.		In 183 Sundry Vessels. Tonnage, 50,210.		In 302 Vessels.		
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	
Hemp, sacking	..	..	11,800	..	..	..	2,000	..	13,800	..	276
Horn, buffalo	..	..	..	..	..	..	..	7 38	..	7 38	7
Indigo, dried	..	434 0	..	..	..	..	..	103 39	..	537 39	8,598
Ink stones	..	..	..	..	..	..	1,528	..	1,528	..	306
Iron-ware	..	..	..	..	..	..	..	24 23	..	24 23	73
Joss-sticks	..	..	..	..	..	..	..	2 95	..	2 95	12
Kittysolls	..	..	500	..	..	..	..	..	500	..	50
Lychees, dried	..	..	..	..	..	..	..	430 92	..	430 92	1,293
Looking glasses	..	..	..	..	..	..	48	..	48	..	9
Lucraban seeds	..	..	..	..	..	..	..	1 30	..	1 30	1
Lungngan pulp	..	..	..	..	..	..	..	5 5	..	5 5	50
Mats, straw	..	..	..	..	..	..	1,000	..	1,000	..	20
Medicine	..	410 22	..	..	..	74 49	..	377 19	..	861 90	2,154
Mirrors	..	..	..	..	..	..	42,614	..	42,614	..	1,704
Nutgall	..	..	..	..	..	..	..	29 0	..	29 0	145
Oil, boxes	..	..	..	..	..	..	50	..	50	..	3
Oranges, preserved	..	..	..	..	..	32 20	..	19 40	..	51 60	309
,, peel	..	..	..	..	..	2 30	..	63 78	..	66 8	188
Paint, red	..	..	..	..	..	107 80	..	278 22	..	386 2	2,509
,, white	..	..	..	..	..	..	..	78 0	..	78 0	468
,, yellow	..	..	..	..	..	..	..	713 86	..	713 86	4,997
Paper, 1st quality	..	..	..	3 24	..	..	..	693 18	..	696 42	6,964
,, 2nd quality	..	1,438 0	..	510 69	..	1,296 53	..	1,450 80	..	4,696 2	23,480
Plums	..	..	..	11 84	..	..	..	..	..	11 84	47
Poles, soft wood	..	..	..	..	83	..	318	..	401	..	401
Preserves	..	..	..	..	..	46 20	..	117 32	..	163 52	1,635

Resin	..	..	16 38	..	..	..	..	..	..	..	16 38	32
Rouge	..	28 0	..	7 2	..	..	..	..	64 76	..	99 78	2,494
Shark-fins, white..	..	..	..	..	..	..	..	..	47 27	..	47 27	1,418
,, black..	..	..	1 79	..	..	..	..	..	..	..	1 79	36
Silk piece goods	..	..	..	..	..	..	..	..	30 2	..	30 2	18,012
,, ribbons	..	..	..	..	..	..	..	..	10 64	..	10 64	2,553
,, cap buttons..	..	..	..	..	..	..	10,000	..	10,000	..	500
,, collars	..	..	..	..	..	..	3,600	..	3,600	..	180
Sugar, brown	..	4,897 86	..	3,195 5	..	2,187 91	..	12,658 45	..	22,938 41	73,405
,, candy	..	..	..	41 80	..	8 0	..	1,942 35	..	1,992 15	11,953
,, cane	..	..	..	..	..	51 0	..	..	..	51 0	153
,, white	..	35 0	..	3,783 85	..	1,164 84	..	9,166 97	..	14,150 66	59,433
Tea	..	..	..	..	..	..	..	50 60	..	50 60	5,060
Tinfoil	..	..	..	..	..	..	..	4 4	..	4 4	48
Tobacco	..	225 0	..	11 24	..	..	..	287 81	..	524 5	3,294
Turmeric	..	..	..	28 20	..	..	..	50 35	..	78 53	314
Umbrellas, cotton	..	..	..	..	..	..	100	..	100	..	50
Wood-ware	..	..	..	..	..	..	..	90 33	..	90 33	1,535
Fustian	19	..	..	..	..	..	..	..	19	..	38
Velvet	16	..	..	..	..	..	..	..	16	..	240
Medium cloth	120	..	..	..	..	..	..	..	120	..	240
Steel	..	92 50	..	..	..	..	..	..	..	92 50	555
Watches	95	..	..	..	..	..	..	..	95	..	570
Yellow lead	..	385 0	..	..	..	..	..	..	..	385 0	1,540
Sweetmeats	..	10 56	..	..	..	..	..	..	..	10 56	105
												802,266
												=
												£267,422

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(No. 6.)—TABLE of Exports from Port of New-chwang during 1864.

	Before the Opening of the Foreign Custom-house, May 9, 1865.		Since the Opening of the Foreign Custom-house, May 9, 1864.						Total in 302 Foreign Vessels.		Total Value in Taels.
	In 50 Foreign Vessels, of which 21 were British.		In 53 British Vessels, Tonnage 17,770.		In 16 American Vessels, Tonnage 6,112.		In 183 Sundry Vessels, Tonnage 50,210.				
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	
Almonds	..	..	..	..	..	..	..	4 80	..	4 80	96
Barley	..	..	..	5,979 0	..	600 0	..	13,845 0	..	20,424 0	26,531
„ Pearl	..	..	..	256 0	..	54 0	..	576 90	..	886 90	2,660
Beancake	363,463	..	271,300	..	117,840	..	1,001,909	..	1,754,512	..	651,548
Beans and peas	..	117,940 7	..	155,641 80	..	22,566 0	..	522,143 10	..	818,290 47	1,025,369
Bristles	..	2 20	..	..	..	..	..	..	..	2 20	17
Chestnuts	..	..	..	..	..	..	..	4 70	..	4 70	16
Cotton	..	1,356 95	..	1,037 83	..	76 13	..	3,459 26	..	5,930 17	94,882
Fish, dried	..	..	..	31 7	..	75 80	..	..	..	106 87	160
Fungus	..	171 20	..	76 58	..	..	..	296 75	..	544 33	9,801
Ginseng, native superior	..	..	..	..	..	..	..	12 84	..	12 84	10,274
„ inferior	..	..	..	..	..	..	..	5 84½	..	5 84½	
Hair, goat	..	..	..	..	..	..	..	32 70	..	32 70	163
„ horse	..	..	..	..	..	..	..	2 0	..	2 0	7
Hoofs, buffalo	..	..	..	10 80	..	..	..	102 60	..	113 40	113
„ cow	..	30 85	..	..	..	..	..	..	..	30 85	27
Horns, buffalo	..	..	..	5 96	..	..	..	..	..	5 96	6
„ deer, old	..	..	..	1 50	..	..	..	8 34	..	9 84	98
„ „ young, pairs	..	..	7	..	..	..	41 0	..	48	..	960
Liquorice	..	34 90	..	37 30	..	..	..	181 59	..	253 46	964
Medicine	..	829 47	..	673 32	..	40 74	..	2,282 31	..	3,825 84	6,886
Melon seeds	..	..	..	28 0	..	35 19	..	400 44	..	463 63	1,854
Millet	..	..	..	8,880 0	..	3,300 0	..	19,242 0	..	31,422 0	28,279
Mushrooms	..	..	..	2 0	..	3 0	..	2 93	..	4 93	246

Table of Exports, &c.—*continued.*

	Before the Opening of the Foreign Custom-house, May 9, 1865.		Since the Opening of the Foreign Custom-house, May 9, 1864.						Total in 302 Foreign Vessels.		Total Value in Taels.
	In 50 Foreign Vessels, of which 21 were British.		In 53 British Vessels, Tonnage 17,770.		In 16 American Vessels, Tonnage 6,112.		In 183 Sundry Vessels, Tonnage 50,210.				
	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	
Oil, bean	..	952 50	..	5,006 0	..	347 75	..	7,330 75	..	13,637 99	85,237
„ castor	..	..	..	..	..	..	..	869 8	..	869 8	3,824
„ sessamon seed.. ..	..	..	..	93 90	..	..	..	102 60	..	196 50	1,375
Shrimps, dried	..	..	..	323 7	..	8 90	..	157 2	..	488 99	978
„ husks	..	..	..	7 50	..	..	..	..	..	7 50	7
Sinews', deer	..	..	..	64 24	..	..	..	62 64	..	126 88	1,522
„ buffalo	..	7 80	..	12 48	..	13 40	..	..	..	33 68	236
Pears	..	..	..	..	..	..	..	4 74	..	4 74	14
Pigs, salted..	..	..	..	..	..	..	..	48 0	..	48 0	201
Pongee, native	..	..	..	..	..	..	50	..	50	..	150
Rice..	..	..	..	..	..	..	..	..	..	5,790 0	14,475
Sessamon seeds	..	..	..	5,790 0	..	..	..	..	..	8,795 36	13,632
Tallow	..	182 90	..	2,759 94	..	56 70	..	5,978 72	..	347 73	3,304
Vermicelli	..	79 0	..	49 26	..	..	..	115 57	..	984 77	4,476
Wax	..	22 40	..	334 12	..	33 90	..	547 75	..	22 40	448
Wine, Chinese	..	..	..	..	..	..	..	..	..	1,494 66	1,644
Wheat	..	..	..	241 14	..	134 1	..	1,119 51	..	7,212 0	9,376
			..	..	..	..	..	7,212 0	..	..	
Total Value taels	..	..	..	..	..	..	..	..	..	..	2,000,856
Total Value sterling	..	..	..	..	..	..	..	..	..	..	£666,952

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

(7.)—TABLE of Re-exports for the Year 1864.

	In British Vessels.		In American Vessels.		In Sundry Vessels.		Total.		Value.
	Pieces.	Pic. cat.	Pcs.	Pic. cat.	Pieces.	Pic. cat.	Pieces.	Pic. cat.	Taels.
Lustres	...	...	...	...	600	...	600	...	3,000
Orleans, figured ...	440	...	...	...	500	...	940	...	4,700
Silk piece goods ...	...	...	...	...	...	2 68	...	2 68	1,608
Betel nut	...	7 50	...	...	...	...	...	7 50	30
Bicho-de-mer	...	...	...	...	...	12 60	...	12 60	756
Brass-ware	...	0 30	...	...	...	...	...	0 30	12
Cassia-twigs	...	7 50	...	...	...	...	...	7 50	22
China-root	...	12 60	...	...	...	...	...	12 60	63
Galangal	...	14 30	...	...	...	...	...	14 30	128
Ginger, green ...	...	8 32	...	...	...	...	...	8 32	8
Hemp, grass	...	...	...	...	...	111 70	...	111 70	223
Nails	...	1 21	...	...	...	...	...	1 21	3
Nutmegs	...	0 30	...	...	...	...	...	0 30	27
Opium, Malwa ...	...	1 0	...	...	...	...	...	1 0	580
Paint, black	...	0 89	...	...	...	...	...	0 80	12
„ oil	...	1 24	...	...	...	...	...	1 24	16
Paper, 1st quality ...	...	...	...	...	...	13 32	...	13 32	132
„ 2nd „ ...	...	4 0	...	...	...	...	...	4 0	20
Rope	...	3 78	...	...	...	...	...	3 78	23
Steel	...	...	...	...	...	342 53	...	342 53	6,165
Sugar, brown ...	...	287 95	...	...	...	1,124 55	...	1,412 50	4,853
„ white ...	...	441 25	...	...	...	666 62	...	1,107 87	4,613
Tea	...	...	...	14 40	...	...	...	14 40	1,440
Tin	...	...	...	...	...	18 75	...	18 75	337
Watches, pairs ...	...	...	...	...	21½	...	21½	...	344
Window-glass (boxes)	...	...	...	...	11	...	11	...	30
Wood, Sapan ...	...	1,044 48	...	...	...	...	...	1,044 48	2,089
Total	...	...	...	...	...	...	...	...	31,228
Total	...	...	...	...	...	...	...	...	£ s. d. 10,409 6 8

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

Memorandum respecting the Silk Region in the New-chwang Consular District.

Port of New-chwang, October 24, 1864.

THE silk region of the New-chwang Consular district may be described as the valleys of the Yang, and other small rivers which empty themselves into the head or northern extremity of the Yellow Sea; but the region extends as far north as the parallel of Moukden; the hilly country lying due east from that city, and which is drained by the affluent of the Leaou river which passes it, also producing silk. No other part of the Leaou valley produces silk, nor is any, so far as I can learn, produced in the hills which lie between it and the great wall.

The silk region, as I have defined its limits, is about 100 miles broad from east to west, and about 150 miles long from north to south. Its southerly position, that nearest to the Yellow Sea, is probably the most suited for the cultivation, and it is from that that the accompanying cocoons, with the twigs and leaves of the bush the grub feeds on, have been procured. The pieces of stuff that accompany them were woven in the same region, whether with or without admixture of cotton, which is also produced in that quarter, I cannot tell.

I have traversed the silk region twice. A water-shed, composed of the mountains that comes down from the north-east of Moukden and stretch away to the Meaou-taou Straits, forming the Leaou Peninsula; this water-shed intervenes between the silk region and this port town. But there are certainly two, if there be not more, roads practicable for the heavy goods' carts used in this province. Heavy articles of small value, as pulse, bean-

cakes and oil, could not with profit be brought over these mountains to this port. On the other hand, a considerable portion of the foreign cotton-manufactured goods, which supply the fairs held near the Corean frontier, are taken in carts over these mountains from this port, showing that, in articles of no greater value in proportion to their weight than cottons, this foreign-shipping port can compete favourably with the junk ports at the head of the China Sea, the longer land carriage being counter-balanced by the cheaper freights, and quicker passages of foreign ships, with the power of insuring goods conveyed by them. Therefore, the cocoons have been sent southward through the junk ports at the head of the China Sea: none, so far as I can learn, have ever been brought to this port; but as the light cocoons could be brought from that region with less cost, in proportion to their value, than cotton goods can be taken thither, it is plain that, in so far as the land transit is concerned, there is no reason why this port should not become a port of export of the silk region; and, if it has paid Chinese dealers for generations back to take it away southward, there would seem to be, in so far, no reason why, in the present dearth of textiles, foreigners might not also take it away with profit.

The southern dealers arrive at the junk ports as the navigation opens, about the end of March, and proceed up into the silk valleys, where they give advances to the silk farmers. The first crop is usually taken to ports, mostly to one called "Ta-koo-shan," about July; a second crop is shipped just before the navigation closes, *i. e.*, about the beginning of November. The cocoons are taken away in large baskets. The price in some seasons goes down to 4 or 5 mace of silver for 1,500 cocoons; in others, it rises to 6 or 7 mace for 1,500, advances being in every case made to the cultivators.

As to the quantity annually exported, I have not been able to get any information. My principal informant tells me that from one valley, which is, however, one of the most productive, about eighty cart loads are taken away annually. Each cart carries ten baskets, which, from his description, must each contain about 15 cubic feet; that would give about 12,000 cubic feet of loosely piled cocoons from that one valley. What I myself know is, that the production in the region could be quadrupled in a few years, if foreigners entering the trade should give sufficient inducement to the cultivators; for at present, not one-fourth part of the hill sides suitable for the cultivation of the shrub for the feeding of the grubs is planted with those shrubs.

The cocoons now sent have had boiling water poured over them to kill the worms.

Some silk is also produced from grubs that feed on the mulberry-tree leaves, but the cultivation is a precarious one, and carried on only by the females of well-to-do families.

(Signed) THOS. TAYLOR MEADOWS, *Consul.*

Extract from a Report by Mr. Major on the Specimens of Cocoons, &c., received from New-chwang.

Sir, *Shanghae, December* 2, 1864.

I BEG to acknowledge receipt of your favour of the 29th ultimo, accompanied by twenty-four cocoons, with some branches and leaves of an oak shrub on which the animal that had made them fed, and also a piece of cloth woven out of the thread drawn from this kind of cocoon. I have also received and read with much interest the Memorandum on the cultivation of silk in the region of New-chwang Consular district from Her Britannic Majesty's Consul, T. T. Meadows, Esq.

It affords me much pleasure to acquiesce to the request of the Chamber of Commerce expressed in your letter, in giving the following Report on this article, as my opinion and all I know about it. I have first seen this kind of cocoon some fifteen years ago, in the Museum of the Chamber of Commerce and Arts at Lyons. It had been sent there (likely 100 years ago) by the Roman Catholic missionaries, as the produce of a worm in the north of China, feeding on the leaf of the oak tree. No experiments had been made therewith in France, because the quantity sent had been too small. Since I have been in China I have received a letter from Lyons, asking me to look after this cocoon; but it was only once, two years ago, that I succeeded in getting a few of them from Japan, which I then reeled off, and now beg leave to hand you herewith a small skein of silk made of them.

The first impression on seeing these cocoons and the cloth woven from their produce is, that this can never come in for silk. The manufacture is the rudest that can be in all respects; the thread is as coarse and unequal as well can be; the whole has no gloss whatever, although no cotton is mixed, both the warp and woof are made of the raw material as taken from the reel, without any attempt at tram or organzine, therefore necessarily left in the gum. I have attempted to boil off the half of the cloth sent to ascertain the quantity of gum the animal may use in spinning, which with the silkworm is 20 per cent., but I have not been able to reduce it in weight at all; this can only be accounted for, if the cocoons have undergone a degree of firmamention, by the process of killing the grub which has been adopted. You will also see from the piece of cloth I return you, together with the other piece unboiled, that the colour has remained nearly the same (it would therefore, in dyeing, take no other colour than black), whereas, if this had been made of usual yellow silk, it would have turned out white from boiling.

I have, however, also boiled off half the skein of silk of my reeling from such cocoons, which I add to the other skein of raw, which you will perceive has become nearly white, and will take any colour. I therefore am persuaded now, after seeing this silk boiled off, that it really is silk, and would well be used for tram in European manufacture, if reeled equal to this sample.

The yield of the cocoons I reeled was 20 to 1, *i.e.*, 20 lbs. of cocoons only give 1 lb. of silk, whereas usual China dry cocoons of inferior quality yield 5 or 6 to 1, and good European dry cocoons 4 to 1, always for best silk of 11/12 ds.

This difference arises partly from the great bulk of the worm, not nearly dry, and partly from the greater quantity of waste which must be made before a clean thread can be drawn; but then the thread is quite as clean, and may be even cleaner, than good silk, although it has nothing like the elasticity of good silk, less gloss when boiled off, and little or none before.

Of the value of these cocoons I can say nothing before I can get a sufficient quantity of them to make 2 or 3 lbs. of silk, say at least some four times 1,500 cocoons, and know exactly what they cost in dollars or taels in Shanghae; but I think it will be worth while making such a trial and sending the produce to Lyons or London (there is more skill in Lyons) to be dyed and manufactured into goods. First crop cocoons in preference to second crop, and, if possible, not killed in that abominable China fashion.

I shall be very happy if I can be of any service to forward such a trial.

Besides this, it is requisite to ascertain—

1st. How often does this worm sleep while feeding.

2nd. Is the worm fed on the mulberry leaf, of which Mr. Meadows speaks, of this same species (that feeds on oak leaves), or bred of the usual China silkworm eggs. I should much like to see a few cocoons of worms fed on the mulberry leaf there.

3rd. An experiment ought to be made of this breed (eating oak leaves) to ascertain what they come to when fed in a more congenial climate on mulberry leaves. If I could get an ounce of eggs of the first (July) crop, I would willingly attend to their feeding myself. The eggs ought to be sent here during the winter, protected from frost, but not kept near any fire, or in a too warm cabin; 66 degrees Fahrenheit would be too hot, or the utmost they would bear.

It strikes me that this species of silkworm may turn out of the greatest consequence in restoring the silkworm breed in Europe, now quite lost, and even in restoring the silkworm of China, which I find also greatly deteriorated, to a more healthful state (this, however, is almost hopeless, considering the Chinese character). In all nature too much and long-continued culture degenerates a breed, then new strength and vigour is acquired by cross-breeding with a healthy kind of the same species.

Now this worm gives me the impression of being very strong and healthy. It would be a great boon to the silk trade and industry to introduce any such a means.

New seed has for years been tried from all parts of the world in Europe, but to no effect, the whole family of one and the same race seems to have outlived itself by constant generating in the same family at an enormous rate, to supply our augmented and constantly growing luxury.

In Naples I have tried during three years, cross-breeding the old European breed with the usual China worm, and that with very good success; when I left for China I gave all the seed I had thus collected to an English gentleman, who, I fear, has not persevered, or I should have heard something of it; people look too much to immediate benefits.

If this new family is to be introduced for cross-breeding, I should recommend feeding them, in their first and second stages, on oak leaves, and after that only on mulberry leaves.

I am, &c.

Walter Pearson, Esq., (Signed) JOHN MAJOR.
Secretary of the General Chamber of Commerce in Shanghae.

No. 19.

Mr. Wade to Earl Russell.—(*Received July* 11.)

My Lord, *Peking, April* 11, 1865.

I HAVE the honour to inclose copy of a Trade Report received from Mr. Swinhoe, Her Majesty's Vice-Consul at the port of Taiwan. It tends to confirm the observations I have already made regarding the trade of Formosa. It does not promise to be a very remunerative trade, and it is one at the same time which it is comparatively troublesome and expensive to look after.

In the despatch, copy of which I have the honour to inclose, I have found some fault with Mr. Swinhoe for his suggestion that a prohibition to export rice, against which, as being in breach of Treaty, he was at the same time remonstrating, should be enforced by an order to the Chinese not to sell rice. I feel bound to add that Mr. Swinhoe has had very great

difficulties to contend with in Formosa, and that he appears to me to have met them with great industry, patience, and temper.

I have, &c.

(Signed) THOMAS FRANCIS WADE.

Inclosure 1 in No. 19.

Vice-Consul Swinhoe to Mr. Wade.

Sir, *Taiwan, Takow Office, January* 19, 1865.

I HAVE the honour to make my Report on the trade of this port of Takow for the year ended 31st December, 1864. As I did not establish myself here till the 7th November, 1864, the number of British vessels that have entered and cleared under my surveillance for that small portion of the year is soon told, and therefore I have only given one Form, No. 1, to trade in British bottoms. But with a view to give a better idea of the general trade carried on with Taiwan-foo and the south of Formosa through this port, I have thought it advisable this once to grasp the whole foreign trade of the port for a period of the year. This I could not have done in detail without the kind assistance of Commissioner Maxwell, who put at my disposal the Returns of his office. A careful perusal of them has resulted in the production of the other four Tables (Nos. 2–5), giving—A Comparative List of the Number of Vessels under each Flag arrived and departed, with the Amounts of Dues and Duties (No. 2); A Summary of the whole Trade, with Values (No. 3); the Foreign Import Trade (No. 4); and the Foreign Export Trade (No. 5). It will be observed that these Tables only comprise the foreign trade from the 6th May to the 31st December, 1864. This is owing to the fact that the Customs did not open here till that date. Previous to this, and from the 26th October, 1863, vessels trading with Takow had to proceed to Amoy, Foochow, or Tamsuy, to have their cargoes assessed before they could come to Takow to discharge, two tide-waiters being at the time stationed here to guard against smuggling, and vessels leaving this had in a similar manner to make one of the before-mentioned ports before they were allowed to proceed to their several destinations. In some cases, however, guarantees for the payment of duties by agents at any of the three ports was accepted. Meanwhile the direct tax to Taiwan-foo from the roadstead was open, and of course freely availed of, the authorities at the city conniving at this evasion of the duties leviable to the revenue of the Empire, while by the imposition of comparatively lighter mast dues and other squeezes they could quietly enrich themselves.

After much difficulty Mr. Maxwell induced the authorities to let him open a Custom-house at Takow, and the system was properly organized at this port on the 6th of May, 1864, but the Taoutai would not hear of a Customs at Taiwan-foo whereby the local system of mast dues on foreign vessels would be done away with under the Treaty. He at once closed the city to direct trade by proclamation, and vessels were compelled to enter Takow to discharge. This occasioned great inconvenience to many who for years past had been in the habit of anchoring their vessels off the city during the winter monsoons, and to the large Chinese firms at Taiwan-foo who freely engaged foreign ships. It led to several protests from British merchants and others interested in the trade. The Taoutai for some time continued inflexible, but eventually he permitted vessels to anchor in the roadstead and discharge at Taiwan-foo, provided that they had first been to Takow to be inspected and to pay duty, and came with

duty-paid certificates; and in clearing, all the goods had to be brought in boat to Takow to be assessed and then taken back to Taiwan-foo to be shipped. This system, as was naturally to be expected, led to considerable misunderstanding and delay.

Thus matters stood when I arrived here in November 1864. I went up to the city with Mr. Maxwell. The Taoutai was away, but the Prefect was there, and also the Taoutai's *locum tenens* in matters connected with trade, the Urh-foo, a Marine Prefect. We visited these functionaries, and explained to them the folly of the present arrangement, and told them that as the winter season was now at hand when the direct trade was necessary, some other system must be determined on. They said the Taoutai must be consulted, and strongly opposed having a Custom-house for the collection of duties at the city. We got them, however, to see the advisability of having a staff of tide-waiters and revenue servants stationed at An-ping (Dutch fort town), near the mouth of the river, who would be in daily communication with Takow, to the Customs at which place payment of duties would have to be made or guaranteed and discharge allowed at An-ping under the inspection of the tide-waiters, with whom the ships' papers, manifests, &c., should be deposited; and on the vessels having bonded and desiring to leave, a clearance being received from Takow, the papers would be returned, and the vessel at liberty to put to sea. The mandarins allowed that such an arrangement was feasible if the Taoutai gave his consent. The Taoutai consented, and the system commenced to work on the 1st of January of this year. It appears satisfactory so far as doing away with the mast squeezes. But this privilege is only intended to vessels chartered by foreign merchants, and is denied to the unfortunate Chinese charterer, who is still obliged to pay 50 dollars a mast on every vessel. This, in addition to Treaty dues and duties, is grievously heavy. There is, moreover, a tax of 40 dollars on every ship imposed by the San-kiaou, or Merchants' Protective Guild, for collective expenses of their body. This they have not, of course, succeeded in getting foreigners to pay.

All these things tend to drive the foreign trade into this small harbour, whence goods can be conveyed in small coasting junks, or overland. So far it is advantageous, as, besides the desirability of concentrating a small trade like ours, vessels can here be accommodated with a quiet berth, instead of having to lie in open roadstead off Taiwan-foo exposed to all the vicissitudes of the elements.

The chances of evading the Lekin toll is also an inducement to the Chinaman to prefer Takow. This toll on opium is 80 dollars a chest, but on most articles it does not amount to much. There is a toll-office at Takow, but its surveillance is chiefly over opium imports. Most other goods pay Lekin *in transitu* through the country where other transit dues are not required.

In glancing over Table 2 it will be at once observed that British vessels do not hold such an important place as regards numbers as they used to do in former years. In early days British sailing vessels on the China coast used to outnumber the totality of those under other flags. In the present list it will be seen that the Danish alone outnumber the British. This arises from the fact of the larger number of foreign vessels to this port being chartered by Chinese. The continentals work their vessels with fewer hands, and with crews engaged for so many years in Europe at a cheap rate before starting. They can, consequently, afford to ply for less freight. They can further carry as many Chinese passengers as the supercargoes choose to put on board, without being hampered with the provisions of "Chinese Passenger Acts." The Chinaman soon learns

these advantages, and accordingly selects the foreigner to the detriment of British shipping. As on shore continental merchants undersell our merchants, so afloat their shipping undersell ours. It is a magnanimity of which we ought to be proud to let other nations enjoy the privileges we labour to earn, but scarcely politic to let them gradually underwork us out of the field. Free trade principles show fine results to the nation at large, but individuals having to compete with cheaper stuff under a baneful sun do not so readily see their fruits.

Table 4. *Imports.*—These, with the exception of opium, consist mainly of Chinese produce.

Cassia lignea (the bark of *Cinnamonum cassia*) is here imported. At Tamsuy the country produces it.

Indigo is grown here, though much inferior to that procured at Tamsuy.

Metals.—Silver mines on a small scale over at Cho-lo-shan, and in several other places on the mountain chain, but the Chinese do not find it profitable to work them.

Table 5. *Exports.—Betel Leaf.*—Leaf of the betel pepper (*Piper betle*) is grown throughout Formosa, and pretty generally consumed by all classes of Chinese here rolled up with bits of the so-called betel-nut, the fruit of a palm (*Arica catechu*), which is also grown in Formosa.

Buffalo bones exported for manuring purposes.

Fungus, chiefly for medicine; some dry kinds that grow on trees, are sweet and considered good eating.

Hemp.—This includes the fibre of *Boehmeria niver* used for making grass cloth, as also jute the fibre of *Cuchorus capsularis*, used for cord.

Lungngans, the fruit of *Nephelium longanum*, dried for eating. The lungngan, be it observed, is a very common tree in Formosa, whereas the affine lichee (*Nephelium litchi*) is not found.

Mangoes (fruit of *Mangifern indica*) of a superior quality are among the best of the fruits of Formosa. They are preserved for exportation both with sugar and salt.

Manis' scales.—Scales of the ant-eater (*Manis brachgumus*), a common edentate animal, known to the Chinese here as the La-lee. The scales are pounded into medicinal powders, and are also used for scratching the human skin.

Oils.—The kinds produced here are the ground-nut, sesame, and shark oils. The two first in most abundance: the last is a medicinal oil.

Rattans of a coarse kind grow at the foot of the hills in the interior.

Rice.—There is a red variety and a black variety. The former grows with and is picked out of the white kind. The latter is sown separately, and is prized, being boiled and the decoction drank as tea. The hill or dry rice, and the *No-me*, or sticky rice are also grown. White or ordinary rice is the chief staple export, and large quantities are yearly carried from this port; unfortunately, however, the dry autumnal season of last year destroyed the crops, and led to an apprehension of dearth. The mandarins consequently stopped the export. The prohibition was objected to by me and partially withdrawn, when stringent orders reached Taiwan-foo from the superior authorities at Foo-chow to insist on its stoppage, except on condition of its being carried under special chops to Foo-chow or Amoy to feed the troops, the people at both places being driven to extremities by the near approach of the rebels. I still argued that what British merchants could buy should be considered their property, and be permitted to be shipped, and that the mandarins if they wished to enforce the prohibition, should prevent their own people from selling it to the foreigner. This they, however, had not power to do, and they put a

stop to all further argument by instructing the Customs not to take duties on it, and to refuse shipment permits. Meanwhile, for some time Chinese junks had been lading with rice under the eyes of the officials, and escaped with it out of the port. This has led to protests on the part of the British merchants, which it will shortly be my duty to lay before you. The prohibition still continues in force.

Sesame seed (of *Sesamum indicum*) ground into oil, and made into cakes for food.

Sugar.—This is the other great staple export from South Formosa. Unrefined or brown sugar alone finds its way out of this port, the average for a good year being set at 70,000 piculs. This winter, however, owing to last year's autumnal drought, has yielded a very poor supply. The refined or white sugar is exported direct from Taiwan-foo. For preparing the white article the cane is scraped and cleaned before it is crushed. The refining process is very simple, but takes a long time. The sugar is confined in large jars of the shape of a truncated cone inverted, pierced at the bottom with a hole which opens into a jar placed underneath. The top of the upper jar is covered over with moist blue clay. The impurities run out with the treacle into the receptacle below, leaving the sugar in the upper jar refined, and of three qualities, first, second, and third. That on the top nearest the clay is the purest and best. The three qualities are mixed together, and constitute what is called Taiwan-foo white sugar. The clay is removed after forty days' duration, and fresh clay supplied. After three more weeks the refinement is completed.

Tea.—Small quantities of this are grown on the hills at An-han and other places in the mountain range, visible from Takow, and about thirty miles distant. The article is of a coarse and very inferior quality.

Turmeric (root of *Curcuma longa*) is grown and exported in large quantities, chiefly to the northern ports of China, for food, dye, and medicine.

The grand drawbacks to the Takow harbour is the narrowness of its entrance, and the smallness of its accommodation; but did the increase of trade warrant expense, both these are capable of improvement. With a dredging machine properly managed, the sandy-bottomed harbour might be easily deepened, and by a little attention afterwards kept so; and some of the rocks that at present encumber its mouth might, with the help of blasting, soon be removed.

Respectfully,
(Signed) ROBERT SWINHOE.

(1.)—RETURN of British Vessels Entered and Cleared at the Port of Takow, from November 7, 1864 (date of establishing the Consulate), to December 31, 1864.

No.	Vessel's Name.	Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Outward Cargo.	Customs' Dues and Duties.	Official Number and Port of Registry.
						Dollars.			Dollars.	T. M. C. C.	
1	Britain's Pride	Lister	143	Oct. 28	Swatow	2,223	Dec. 2	Swatow	7,363	294 6 5 3	London, 23,476.
2	Keenta	Gall	286	„ 28	Ditto	...	Nov. 11	Ditto	2,337	131 1 3 9	Hong Kong, 37,689.
3	Shelburne	Lowe	371	„ 26	Hong Kong	...	Oct. 26	Taiwan-foo	15,375	458 2 3 9	London, 13,664.
3	Ditto	Ditto	371	„ 28	Taiwan-foo	...	Nov. 10	Shanghae	10,601		
4	Wild Wave	Beckett	159	„ 14	Amoy	27,500	„ 15	Taiwan-foo	...	1,880 0 0 0	London, 4,400.
5	Dodo	Kock	109	„ 17	Foo-chow	5,197	„ 22	Hong Kong	...	45 6 8 1	Amoy, Prov. Cert.
6	Elfin, steamer	Thomas	174	Dec. 5	Yokohama	7,298	...	... ...	...	137 4 5 3	Liverpool, 42,955.
7	Wild Wave	Beckett	159	„ 9	Amoy	10,800	Dec. 10	Taiwan-foo	...	... ...	London, 4,400.
8	Union, steamer	Wilson	204	„ 15	Tamsuy	13,500	„ 15	Hong Kong	...	1,080 0 0 0	—
			1,605			66,518			35,676	4,027 1 6 5	

Arrived, 9 vessels—3 in ballast, 6 with cargoes of 66,518 dollars, united value. Departed, 8 vessels—4 in ballast, 4 with cargoes of 35,676 dollars value. Total tonnage arrived, 1,605; departed, 1,431. Total dues and duties, 4,027T. 1M. 6C. 5C.

British Consulate, Taiwan, Takow Office, January 9, 1865. (Signed) ROBERT SWINHOE, *Vice-Consul.*

(2.)—RETURN of Foreign Shipping Arrived at, and Departed from, the Port of Takow (Formosa), from May 6 to December 31, 1864, with Amount of Duties paid under each Flag.

(Compiled from Report of W. Maxwell, Esq., His Imperial Majesty's Commissioner of Customs at Takow.)

Flags.	Arrived.						Departed.						Total Amount of Dues and Duties.			
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.					
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	T.	M.	C.	C.
British	20	3,471	8	2,095	28	5,566	20	4,227	5	835	25	5,062	24,333	7	2	1
French	2	539	..	..	2	539	2	539	..	..	2	539	694	0	6	6
Prussian	3	486	2	317	5	803	3	426	1	169	4	595	808	0	2	1
Hamburgh	11	2,580	7	1,710	18	4,290	18	4,290	..	..	18	4,290	9,318	0	3	3
Bremen	1	242	..	..	1	242	1	242	..	..	1	242	280	4	0	0
Hanoverian	6	735	..	..	6	735	5	570	1	165	6	735	1,117	3	3	0
Danish	21	3,410	6	992	27	4,402	25	4,089	2	313	27	4,402	9,571	6	7	9
Norwegian	2	436	1	218	3	654	2	436	1	218	3	654	1,728	1	4	3
Total	66	11,899	24	5,332	90	17,231	76	14,819	10	1,700	86	16,519	47,851	3	9	3

British Consulate, Taiwan, Takow Office, January 9, 1865. (Signed) ROBERT SWINHOE, *Vice-Consul.*

(No. 3.)—FOREIGN TRADE at the Port of Takow (Formosa) from May 6, 1864 (establishing of Customs at the port), to December 31, 1864.
(Drawn up from Report of W. Maxwell, Esq., His Imperial Majesty's Commissioner of Customs at Takow.)

	Hong Kong.	Manila.	Swatow.	Amoy.	Foo-chow.	Ningpo.	Shanghae.	Chefoo.	Tien-tsin.	Tamsuy.	Taiwan-foo.	Total.
VALUE OF IMPORT TRADE.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Imports from foreign countries ..	382,754	..	..	..	..	..	..	..	..	..	..	282,754
Native produce from Chinese ports	..	..	240	93,379	27,386	19,712	53,646	..	..	6,245	..	200,608
Foreign goods from Chinese ports..	..	..	11,155	137,991	70	850	6,415	..	..	..	19,673	176,154
Treasure	..	..	28,000	68,000	6,000	28,600	15,000	..	..	..	..	145,600
Total	382,754	..	39,395	299,370	33,456	49,162	75,061	..	..	6,245	19,673	905,116
VALUE OF EXPORT TRADE.												
Native produce..	9,375	..	27,911	131,295	11,929	158,895	201,800	47,236	11,328	2,847	15,375	617,991
VALUE OF RE-EXPORTS.												
Native produce..	546	140	3,421	..	2,760	..	..	..	..	..	..	6,867
Foreign goods	..	..	..	..	..	..	82	..	..	..	223,391	223,473
Total	546	140	3,421	..	2,760	..	82	..	..	..	223,391	230,340
Grand Total	392,675	140	70,727	430,665	48,145	208,057	276,943	47,236	11,328	9,092	258,439	1,753,447

At 4*s.* 9½*d.* the dollar, the average rate of exchange at six months' sight, equal to £422,836 8*s.* 9*d.*

N.B.—The great value of Re-exports as compared with Imports, arises from the opium for Taiwan-foo having been first entered at Takow, and after paying duty, being re-exported to Taiwan-foo.

British Consulate, Taiwan, Takow Office, January 9, 1865. (Signed) ROBERT SWINHOE, *Vice-Consul.*

(No. 4.)—TABLE of Imports into the Port of Takow (Formosa), imported in 66 Foreign Vessels of 11,899 tons, from the 6th May, 1864, to the 31st December, 1864, noting the Countries and Places of Shipment. (Compiled from Report of W. Maxwell, Esq., His Imperial Majesty's Commissioner of Customs at Takow.)

Denomination of Goods.	Countries and Ports whence Imported.	Quantities.	Value.
			Dollars.
Alum, white ..	Foo-chow and Ningpo.. ..	223 piculs	629
Aniseed, star ..	Foo-chow	5 ,,	70
Bangles, glass ..	Hong Kong	61 ,,	39
Bamboo-ware ..	Swatow	2·50 ,,	5
Bicho-de-mar, black ..	Ningpo	0·32 ,,	10
Brass-ware	Hong Kong and Shanghae ..	1·70 ,,	102
,, wire	Amoy	0·26 ,,	13
Cassia lignea ..	Swatow	7·43 ,,	223
Chesnuts	Ningpo and Shanghae.. ..	21 ,,	147
Coir	Foo-chow	29 ,,	174
Cotton, raw.. ..	Hong Kong, Amoy, Ningpo, Shanghae, and Tamsuy	1,346 ,,	34,758
,, brocades, white	Hong Kong	100 pieces	600
,, ,, dyed.	Amoy	50 ,,	350
,, shirtings, grey.	Hong Kong, Swatow, and Amoy.	2,550 ,,	14,025
,, ,, white	Hong Kong and Ningpo ..	950 ,,	4,530
,, ,, spotted	Hong Kong	300 ,,	1,500
,, thread ..	Amoy and Shanghae	2·80 picl.	280
Cows' sinews ..	Ningpo and Shanghae.. ..	10 ,,	
Cuttlefish	Hong Kong, Amoy, Ningpo, and Shanghae	294 ,,	188
Dates, black ..	Foo-chow and Shanghae ..	11 ,,	9,800
,, red	Amoy and Shanghae	197 ,,	70
Eggs, preserved ..	Ningpo and Shanghae.. ..	1,351 ,,	657
Fish dried	Hong Kong	31 ,,	29
Flints	Amoy and Ningpo	245 ,,	191
Fungus	Amoy, Ningpo, and Shanghae ..	39 ,,	374
Garlic	Amoy and Ningpo	31 ,,	1,375
Grass cloth, coarse ..	Hong Kong and Ningpo ..	4·50 ,,	124
Gypsum	Amoy, Foo-chow, and Ningpo ..	915 ,,	540
Hams	Shanghae	4 ,,	1,832
Hemp bags	Amoy, Ningpo, and Tamsuy ..	126,590 pieces	163
Honey	Foo-chow	3 piculs	8,606
Indigo, liquid ..	Tamsuy	6 ,,	40
Ink stones	Hong Kong	215 pieces	273
Isinglass	Hong Kong and Shanghae ..	4 piculs	22
Lamp black.. ..	Foo-chow	30 ,,	147
Lamps	Amoy	38 pieces	128
Leather	Tamsuy	3 piculs	12
,, ware ..	Foo-chow	3 ,,	26
Lily flowers.. ..	Amoy, Foo-chow, Ningpo, and Shanghae	232 ,,	100
Lotus nuts	Amoy and Foo-chow	12 ,,	3,231
Mangrove bark ..	Hong Kong and Amoy ..	672 ,,	199
Mat bags	Amoy	4,000 pieces	1,384
Mats, straw	Ningpo	40 ,,	120
Medicine	Amoy, Foo-chow, Ningpo, and Shanghae	44 piculs	8
			707
Metals—			
Iron-ware ..	Amoy and Foo-chow	113 ,,	1,606
Iron wire.. ..	Foo-chow	16 ,,	129
Lead	Hong Kong	43 ,,	404
Steel	Amoy and Foo-chow	42 ,,	190
Mushrooms	Ditto	7·70 ,,	292
Nuts, white (Pay kayah)	Ningpo and Shanghae.. ..	13 ,,	140
Oil, bean	Foo-chow	31 ,,	346

Denomination of Goods.	Countries and Ports whence Imported.	Quantities.	Value.
			Dollars.
Oil, tea	Foo-chow and Tamsuy	43 piculs	512
,, wood	Amoy and Foo-chow	18 ,,	501
Olives, salted	Amoy	4 ,,	32
Opium, Benares	Hong Kong, Amoy, Shanghae, and Taiwan-foo	810 ,,	420,256
,, Malwa	Taiwan-foo	2 ,,	1,292
,, Patna	Hong Kong, Swatow, Amoy, and Shanghae	180 ,,	87,750
,, Turkey	Hong Kong	5 ,,	3,090
Paper, 1st quality	Amoy and Ningpo	258 ,,	4,600
,, 2nd quality	Amoy	796 ,,	5,484
,, joss	Amoy and Ningpo	451 ,,	5,629
,, oiled	Foo-chow	1·50 ,,	23
Peas	Foo-chow and Shanghae	1,212 ,,	3,638
Pens, Chinese	Ditto	4,500 pieces	90
Pepper, black	Hong Kong, Amoy, and Foo-chow	103 piculs	1,034
Plums, dried	Amoy and Foo-chow	23 ,,	82
Prawns	Hong Kong and Amoy	26·50 ,,	348
Preserves	Amoy	10 ,,	151
Quicksilver	Shanghae	1·50 ,,	127
Rags	Amoy	15 ,,	47
Rice	Tamsuy	1,340 ,,	3,544
,, red	Foo-chow	34 ,,	342
Samshoo	Amoy, Ningpo, Shanghae, and Tamsuy	116 ,,	700
Seeds, melon	Amoy, Ningpo, and Shanghae	69 ,,	490
,, senna	Amoy	11 ,,	99
,, vegetables	Swatow	3 ,,	12
Silk, piece goods	Ningpo and Shanghae	3·29 ,,	2,360
,, crape	Shanghae	1·50 ,,	2,100
,, embroidered	Amoy and Ningpo	0·35 ,,	275
,, nankeens	Amoy, Ningpo, and Shanghae	692·35 ,,	53,460
,, Ponjee	Shanghae	34·80 ,,	8,500
Ribbons	Ningpo	0·15 ,,	105
Silk and cotton mixture	Shanghae	43 ,,	12,600
,, thread	Amoy	0·64 ,,	256
Soap, Chinese	Foo-chow	6,300 pieces	95
Sponge, fish	Ditto	12 piculs	50
Timber, coffin planks	Ditto	42 pieces	30
,, hardwood do.	Tamsuy	406 ,,	244
,, soft wood	Amoy and Foo-chow	31,632 sq. ft.	657
Tar	Amoy	5 piculs	46
Tin, native	Shanghae	20 ,,	500
Tobacco, prepared	Amoy, Foo-chow, Ningpo, and Tamsuy	759·50 ,,	22,805
Treasure	Swatow, Amoy, Foo-chow, Ningpo, and Shanghae	..	145,600
Turnips, salted	Foo-chow	3 piculs	26
Vermicelli	Amoy, Ningpo, and Shanghae	137·50 ,,	908
Walnuts	Shanghae	7 ,,	56
Wax, white	Amoy, Foo-chow, and Ningpo	22·48 ,,	2,922
Wheat	Shanghae	1,300 ,,	5,200
Wood, poles and joists	Amoy and Foo-chow	1,335 pieces	3,086
,, Sapan	Amoy	5 piculs	14
,, ware	Amoy and Tamsuy	129 ,,	286
Woollens—			
Broadcloth	Hong Kong	6 pieces	350
Bunting	Amoy	24 ,,	144
Camlets, Dutch	Hong Kong	70 ,,	1,700
Cotton, mixed	Amoy	47 ,,	376
Camlets, English	Hong Kong	140 ,,	3,500
Flannels	Ditto	73 ,,	1,391
Lastings	Ditto	201 changs	603

Denomination of Goods.	Countries and Ports whence Imported.	Quantities.	Value.
			Dollars.
Long ells	Hong Kong	440 changs	1,040
Orleans	Hong Kong and Ningpo	130 pieces	1,040
Turkey reds	Hong Kong	399 ,,	2,000
			905,116

(Signed) ROBERT SWINHOE, *Vice-Consul.*

British Consulate, Taiwan,
Takow Office, January 9, 1865.

(No. 5.)—TABLE of Exports from the Port of Takow (Formosa) exported in 76 foreign vessels of 14,819 tons, from the 6th May, 1864, to 31st December, 1864, noting the Countries and Places of Destination. (Compiled from Report of W. Maxwell, Esq., His Imperial Majesty's Commissioner of Customs at Takow.)

Denomination of Goods.	Countries and Ports whither exported.	Quantities.	Value.
			Dollars.
Betel leaf	Hong Kong and Foo-chow	18 piculs	59
Brass-ware	Hong Kong	55 ,,	33
Buffalo bones	Amoy	119 ,,	120
Fish-maws	Ningpo	3 ,,	121
Fungus	Ditto	7 ,,	136
Ginger (fresh)	Shanghae, Chefoo, and Tien-tsin	58 ,,	137
Ground-nuts	Amoy, Ningpo, Shanghae, and Tamsuy.	1,000 ,,	3,298
,, cakes	Amoy	3,071 ,,	3,419
Hemp	Swatow, Amoy, Foo-chow, Ningpo, Chefoo, Hong Kong, and Shanghae.	513 ,,	2,437
,, cloth	Ningpo	100 pieces	40
Lungngans	Amoy, Ningpo, and Shanghae	2,949 piculs	11,509
,, (stoned)	Amoy, Foo-chow, Ningpo, and Shanghae.	4,488 ,,	51,839
Mangoes (dried)	Amoy	6 ,,	21
Manis scales	Ningpo	20 ,,	20
Oil	Tamsuy	245·20 ,,	2,697
Paddy	Swatow	10 ,,	14
Peas	Amoy and Foo-chow	1,916 ,,	4,636
Potatoes(*Batatasedulis*)	Amoy	277 ,,	333
,, (dried)	Ditto	34 ,,	28
Rattans (split)	Swatow	22 ,,	153
Rice	Swatow, Amoy, Foo-chow, Ningpo, and Shanghae.	123,216 ,,	277,230
Seaweed	Shanghae	12 ,,	58
Sesame	Hong Kong, Swatow, Amoy, and Foo-chow.	4,985 ,,	20,578
Soap (Chinese)	Swatow	4 ,,	18
Sugar, brown	Hong Kong, Amoy, Foo-chow, Ningpo, Shanghae, Chefoo, and Tien-tsin.	43,066 ,,	178,109
,, white	Foo-chow, Ningpo, Shanghae, Chefoo, and Tien-tsin.	8,718 ,,	57,302
Tea	Chefoo	14 ,,	125
Timber—			
Hardwood planks	Ningpo	13 pieces	26

Denomination of Goods.	Countries and Ports whither Exported.	Quantities.	Value.
			Dollars.
Turmeric	Foo-chow, Ningpo, Shanghae, and Tien-tsin.	654 piculs	3,493
Vermicelli	Swatow	42 „	2
			617,991

(Signed) ROBERT SWINHOE, *Vice-Consul.*

British Consulate, Taiwan, Takow Office,
January 9, 1865.

RETURN of British Subjects and Persons under British Protection, registered at Her Britannic Majesty's Consulate at Taiwan (Formosa) during 1864.

No.	Name.	Age.	Place of Birth.	Status.
	AT TAKOW.			
1	William Maxwell	29	Stirlingshire... ...	Commissioner of Customs.
2	Brodie A. Clarke	21	Nairn	Assistant in Customs.
3	William G. Merrick	35	Worcestershire ...	Tide-Surveyor in Customs.
4	George Ene	24	Middlesex	Tide-waiter in Customs.
5	George Donaldson Henry	34	Aberdeen	Ditto.
6	Kaw Hong Siang	19	Penang	Linguist in Customs.
7	James W. MacPhail	28	Glasgow	Merchant.
8	R. R. Rothwell	39	Carlisle	Clerk to MacPhail and Co.
9	P. F. Da Silva	...	Macao	Dent and Co.'s Agent.
10	Beliza D'al é Silva	...	Ditto	Wife of foregoing.
	AT TAIWAN-FOO.			
11	Neil Mac Phail	26	Glasgow	Merchant.
12	J. W. C. Mingoot	22	Malacca	Clerk to Mac Phail and Co.
13	Alexander Morrison	...	Inverness	Jardine, Matheson, and Co.'s Agent.
14	W. A. Pickering	24	Nottinghamshire ...	Tide-waiter to Customs.

Registered at Tamsuy Vice-Consulate during 1864. *Reported by W. Gregory, Esq.*

John Barry, of Kilshannon, Ireland, gunner to Dent and Co.'s Agent.
Benjamin T. Kindersley, of London, Dent and Co.'s Agent.
John Dodd, of Westmoreland, Dent and Co.'s Agent.

(Signed) ROBERT SWINHOE, *Vice-Consul.*

British Consulate, Taiwan,
Takow Office, January 9, 1865.

RETURN of Foreign Ships of War visiting the Port of Takow and the Roadstead of Taiwan-foo from the 7th November to the 31st December, 1864.

None.

The armed Customs schooner "Vindex" has visited both these places during the above-stated period.

No foreign depôts of coal or naval stores are known to exist within the limits of this port.

(Signed) ROBERT SWINHOE, *Vice-Consul.*

British Consulate, Taiwan, Takow, January 2, 1865.

RETURN of Foreign Ships of War visiting the port of Tamsuy (and Kelung so far as known) during the six months ending 31st December, 1864.

None.

The armed Customs schooner "Vindex" has, however, visited these ports.

No foreign depôts of coal or naval stores are known to exist at Tamsuy or Kelung.

(Signed) WM. GREGORY, *Interpreter in charge.*

Tamsuy, January 30, 1865.

Inclosure 2 in No. 19.

Mr. Wade to Vice-Consul Swinhoe.

Sir, *Peking, April* 11, 1865.

IN the remarks on rice in your Trade Report, I observe that, while supporting the right of British merchants to consider as their property any rice they could buy, you suggested that the authorities, if they wished to stop its export, should prevent the sale of it by their own people to the foreigner.

I cannot approve this suggestion. Where a place is threatened by famine, and especially a neighbourhood so turbulent as yours, I think some allowance may be made for the difficulty in which the Government is placed by the export of the chief article of subsistence, and if you were at all satisfied that the supply was in danger of being affected by exportation, or even that alarm amongst the people might be occasioned for the time by its continuance, you might limit yourself to pressing the authorities to name an early day for the resumption of shipments on the ground that their suspension was contrary to Treaty. The Treaty right would thus be asserted. But I can imagine no more dangerous recommendation than that the people should be prevented from selling any article not contraband to the foreigner. Apart from any other objection, the first means to this end that will occur to the Chinese authority is the constitution of a close guild, or co-hong, or some other form of monopoly equally objectionable.

Your, &c.

(Signed) T. F. WADE.

No. 20.

Consul Swinhoe to Mr. Wade.

Sir, *Taiwan, Takow Office, April* 27, 1865.

ON the 19th February I forwarded my Report of Trade for South Formosa during 1864. By courier I have just received Mr. Gregory's Report for North Formosa during same period. Mr. Gregory regrets that unforeseen circumstances should have delayed his Returns to so late a date. To reach the Foreign Office in time, I think I cannot do better than forward one copy direct. The duplicate I now give cover to. I submit at the same time a Table comparing the foreign trade of the south with that of the north of the island. The Tamsuy Returns are for the entire year 1864, whilst the Taiwan Returns only show from the 6th May to the close of the year. I did not arrive here till November; but through

the kindness of the Commissioner of Customs, Mr. Maxwell, I have been able to take my start from the date of the Customs' establishment at Takow. To institute, therefore, a fair comparison between the trades of the North and South, I have thought it advisable to reduce the items for total periods to an average per month. By this means it will be seen that whereas the average monthly British tonnage in the South is only 84½ tons in excess of that of the North, that of the foreign shipping shows an advance of 591⅜ tons. I have endeavoured in my Taiwan Report to account in a measure for the preference shown by Chinese charterers for foreign flags to the disadvantage of British vessels. Since the establishment, however, of British authority at this port there appears to be an increase in favour of the latter, which I trust my this year's Report will fairly make clear.

The imports and exports of the South are well in excess of those in the North, though 1864 was a bad year for Formosa. Rice, which is one of the great staples, failed in the late crop, and its export was prohibited throughout the island. Sugar, the second great staple of the South, yielded scantily, and camphor at Tamsuy was held for higher prices. The opening of the sulphur trade at Tamsuy under moderate restrictions, and the reduction of the export duty on coal from Kelung will give a good impetus to the northern trade; but Takow and Taiwan being outlets for large and well-cultivated plains, with a denser population and larger cities in the neighbourhood, the Returns from the southern ports must continue to show larger figures than those from the north. Tamsuy, nevertheless, has the advantage of producing one article—camphor—which finds an English market, and Kelung can boast of coal, which, with a good mining system, might be made to yield a rich store.

Respectfully,
(Signed) ROBERT SWINHOE.

Inclosure in No. 20.

Mr. Gregory to Vice-Consul Swinhoe.

Sir, *Tamsuy, Formosa, April* 17, 1865.

I HAVE the honour to transmit herewith a set of Returns of Trade for this port for the year 1864. They are numbered 1 to 5.

No. 1 is of *British Shipping*. It shows a small increase on the preceding year. I proceed to add a more detailed estimate of the imports and exports of the British vessels which cleared at the Custom-house during the year, as follows:—

Imports.	Value.	Exports.	Value.
Foreign Produce—	£		£
Opium	178,480	Camphor	20,803
Cotton goods	4,710	Rice	14,972
Woollens	3,235	Hemp, &c.	2,837
Sundries	1,386	Brown sugar	1,078
Chinese produce—		Oil	893
Cotton goods	1,065	Coal (from Kelung)	656
Sundries	6,704	Pith paper (rice paper)	263
		Timber, indigo, and sundries	858
Total	195,580	Total	42,360

Also Re-exports, Opium, £675.

Return No. 2 is of *Foreign* (non-British) *Shipping*. Continental vessels are more employed than British ones by the Chinese here for their local trade, being usually obtainable at cheaper rates. The considerable amount of British shipping, as shown by Return No. 1, is largely due to the import of opium and export of camphor, which are the principal branches of what may be regarded as (ultimately) the foreign trade of the place, and which have been conducted mainly by British merchants with British vessels.

Returns Nos. 3 and 4 are of *Imports* and *Exports* in all vesselsc learing during the year, except junks. The quantities were obtained from the European branch of the Custom-house at this place; and I am happy here to acknowledge the kind assistance which I have received in these matters from the gentleman who is in charge of that office. The valuations are partly from the Custom-house estimates, partly from other sources. Both quantities and values are stated in British denominations.

Concerning the *Imports*, little is to be said. Their valuation both in Return No. 3 and elsewhere is, on the whole, I fear, somewhat higher than it should be; it must be taken as the inland market value, after payment of duty and other expenses. Opium is the chief article. The consumption of European fabrics is small, and the market is easily flooded with them.

Of *Exports*, rice has been the largest; but the export has not been equal in quantity to that of the previous year. The latter rice harvest of 1864 was not good; the price rose, and the people, as is customary here on such occasions, prohibited, or at least hindered, the export.

Camphor shows a still more marked diminution; the fall of price in the Hong Kong markets being the cause. Indeed during the latter months of the year none appears to have been exported, the Chinese holders being unwilling to sell at purchasers' prices. Since the beginning of 1865, they have themselves sent two shipments to Hong Kong. I do not know whether they will repeat the experiment. The trade is still a monopoly. It is now (at least nominally) in the hands of an immediate agent of the Taoutae, and is not farmed out as formerly to a private person; no suitable offer having been made for the privilege of conducting it. The collectors of the camphor bring it to the official depôt, which pays them for it and resells it at an advanced price. The price during the year may be quoted at from 12 dollars 50 cents to 14 dollars per picul, say 47*s.* to 53*s.* per cwt. To this must be added the export duty; and a considerable loss of weight must also be allowed for. The diminished export with other causes has checked the supply; and I am told that the amount produced in the last Chinese year was hardly half that of preceding years.

Indigo in a liquid, or rather pasty form, is a considerable article of production. The Returns will hardly give a due impression of its importance since much of it is taken away in junks. It goes chiefly to Ningpo, Foo-chow, &c. I am not aware that it ever finds its way to a foreign market.

The *Coal* trade of Kelung still awaits its development. This coal is used to some extent by steamers; but as hitherto obtained, it is not of first-rate quality for their use. For household use it is more suitable; but the Chinese of Southern China do not use coal in their houses. The heavy export duty is also against it, this duty is 4 candareens per picul, or about 4*s.* 6*d.* per ton, and if the article be taken to a Chinese port a further re-import duty of half that amount becomes payable. Small quantities (now settled at about 6 tons for a sailing vessel and 15 tons for a steamer) are allowed to be taken as ship's stores, free of duty. Coal so taken is not included in the amount stated in the Return. The price of the best or largest coal at Kelung is about 10*s.* 6*d.* or 11*s.* per ton

including lighterage, &c., small coal being much cheaper. Junks are said to take away a good deal of coal for use in forges, lime-burning, &c.

Sulphur which is produced in this neighbourhood does not appear among the exports, the collection of it and trade in it being at present prohibited. The present price is stated at 1 dollar to 1 dollar 20 cents per picul, or about 3*s*. 9*d*. to 4*s*. 7*d*. per cwt. The export duty, supposing arrangements to be made for a regulated export (*vide* Tariff and Rules), would be 2 mace per picul, or about 1*s*. 1½*d*. per cwt. It is probable that this article could be profitably exported, especially to the nearer markets. Some inquiries concerning sulphur have lately been made by a Chinese official, acting under high instructions, and it is not improbable that a relaxation of the present prohibitions may follow.

Return No. 5 is of the *Junk Trade*. This trade is chiefly with Chinchew, Foo-chow, Ningpo, Amoy, &c., and with other places in Formosa. It is said that a few junks come also from the northern ports of China, and that at Teukcham (about 50 miles south-west from this place) there is some occasional junk trade with Singapore. Of the junk cargoes I have but little information, as they are not under the cognizance of the Custom-house, nor do they pay regular duties. They doubtless are chiefly of a local character, the imports being such as Chinese cotton and silk fabrics, raw cotton, pine spars, and poles; from Foo-chow pottery, tiles, and various articles of food, medicine, and sundries: and the exports such as rice, indigo, hard wood planks, and sundries, for Chinese use. It is said, however, that some opium is among their imports, and also that foreign manufactures are sometimes brought in small lots so as to avoid flooding the market.

General Remarks.—The Returns include not only the trade of Tamsuy and its dependent port Kelung, but also such trade as is sometimes done at other points on the neighbouring coast, by special permission through the liberality of the Custom-house officials. Of these points the chief is Teukcham, where there is a partially sheltered roadstead, but no habour suitable for ordinary European vessels. Saw-o Bay, on the eastern coast, has not yet acquired any commercial importance, but is worthy of mention as a good harbour. It was of great service about the end of last September to a large Liverpool ship bound for Shanghae, which having encountered a heavy north-easterly gale, took refuge in Saw-o Bay with 5 feet of water in her hold and with her crew worn out with pumping. She was there pumped out with assistance from the people of the place or junkmen, and proceeded elsewhere. But having mentioned Saw-o Bay, I must also mention the existence of a dangerous sunken rock, not marked in the chart, at its southern entrance between Ragged Point and Breakwater Reef.

The neighbourhood of Tamsuy has happily been in a fairly peaceful condition of late. The people are supposed to be an exciteable race, and among them there is a dangerous class; but they show no ill-will to Europeans, who go about the country without being molested.

The prospects of trade for 1865 are uncertain. They seem to depend upon (1) the rice harvests here, and (2) the state of the camphor market in Europe and elsewhere. It is probable that the abandonment of the camphor monopoly (which seems of late to have been unprofitable) would, by reducing the price to exporters, at once cause the trade in this article to revive. And if to this could be added a reduction of the export duty on coal, and an arrangement for the export of sulphur, Tamsuy and Kelung might ere long become important ports.

I have, &c.

(Signed) WM. GREGORY.

(No. 1.)—TRADE of British Vessels at Port of Tamsuy (including Kelung), from 1st January to 31st December, 1864. All of which may be considered as Coasting Trade.

Entered.									Cleared.								
From what Ports.	Total Number of Vessels.			Total Tonnage.			Nature of Cargoes.	Value of Cargoes.	For what Ports.	Total Number of Vessels.			Total Tonnage.			Nature of Cargoes.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Amoy, Foo-chow, Hong Kong, and other ports of Southern and Central China and Formosa.	35	8	43 Viz.:— Steamers, 10 Sailing Vessels, 33 43	5,828	1,507	7,335 Viz.:— Steamers, 1,918 Sailing Vessels, 5,417 7,335	Opium; Also European and Chinese textile fabrics; also Chinese articles of medicine, and food, tiles, earthenware, oil, poles, and sundries.	£ About 195,000	Foo-chow, Hong Kong, Amoy, Ningpo, and Southern Formosa.	30	12	42 Viz.:— Steamers, 10 Sailing Vessels, 32 42	5,184	1,702	6,866 Viz.:— Steamers, 1,918 Sailing Vessels, 4,968 6,886	Camphor, rice, hemp, sugar, oil, coal (from Kelung), timber, indigo, and sundries.	£ 42,360 Also Re-exported Opium, 675

Note 1. In this Return, Tamsuy and Kelung are treated as one port. A vessel visiting both places and departing, is reckoned as entering once and clearing once. Of the 42 vessels which cleared, 19 were at Tamsuy only, 6 at Kelung only, and 17 at both Tamsuy and Kelung.

Note 2. Vessels taking away only their original cargo or part thereof, are classed with vessels clearing in ballast.

British Vice-Consulate, Tamsuy, April, 1865. (Signed) WM. GREGORY, *Interpreter in charge.*

(No. 2.)—RETURN of Foreign Vessels entering and clearing at the Port of Tamsuy (including Kelung), during the Year 1864.
Junks not included.

Flag.	Entered.						Cleared.					
	With Cargoes.		In Ballast.		Total.		With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Chinese	1	97	1	97	2	194	2	194	..	..	2	194
French	2	696	..	..	2	696	2	696	..	..	2	696
Danish	9	1,418	3	626	12	2,044	11	1,909	..	..	11	1,909
Dutch	9	2,011	..	..	9	2,011	9	2,011	..	..	9	2,011
Hanoverian	3	495	1	130	4	625	4	625	..	..	4	625
Bremen	2	500	..	..	2	500	2	500	..	..	2	500
Russian	3	596	2	370	5	966	5	966	..	..	5	966
Hamburgh	15	3,023	2	342	17	3,365	16	3,230	..	..	16	3,230
Total	44	8,836	9	1,565	53	10,401	51	10,131	..	..	51	10,131

All of which were from and to Southern and Central China, Southern Formosa, or Hong Kong.

British Vice-Consulate, Tamsuy, April 1865. (Signed) WM. GREGORY, *Interpreter in charge.*

(No. 3.)—IMPORTS at the Port of Tamsuy (including Kelung, &c.), in Vessels of all Flags, which cleared during the year 1864 (Junks not included). Chiefly from Custom-house Returns.

Denomination.		Quantity.	Value.
			£
A. FOREIGN PRODUCE.			
Opium, Benares	cwt.	1,208	148,446
,, Patna	,,	365	45,582
,, Malwa	,,	38	5,740
Cotton goods, viz.:—			
Grey shirtings	pieces	1,798	2,506
White ditto	,,	788	1,126
Turkey reds, fancy and dyed shirtings, brocades, &c.	,,	2,208	2,805
Cotton thread	lbs.	1,426	96
Woollens, viz.:—			
English camlets	pieces	282	1,840
Long ells	,,	420	945
Lastings, bunting, flannel, brocades, lustres, &c.	,,	663	1,654
Blankets	pairs	10	18
Ginseng, American and Corean	lbs.	889	446
Sundries	..	..	1,126
B. CHINESE PRODUCE.			
Nankeens and native cloths	cwt.	707	8,558
Silk piece goods, ribbons, &c.	..	..	5,934
Sugar-candy and white sugar	cwt.	1,333	3,695
Medicines	,,	1,004	2,126
Salt fish	,,	913	1,553
Raw cotton	lbs.	19,180	906
Paper, pottery, earthenware, varnish, beans and peas, and sundries		..	14,575
		..	249,677

(Signed) WM. GREGORY, *Interpreter in charge.*
British Vice-Consulate, Tamsuy, Formosa,
April 1865.

(No. 4.)—EXPORTS at the Port of Tamsuy (including Kelung, &c.), in Vessels of all Flags, which cleared during the year 1864 (Junks not included).

Denomination.	Quantity.	Value (sterling).
		£
Rice	151,315 cwt.	64,347
Camphor	10,594 ,,	26,029
Hemp	2,340 ,,	6,191
Sugar, brown	6,730 ,,	5,800
Coal, native (from Kelung)	4,315 tons	1,957
Indigo, liquid or semi-liquid	2,586 cwt.	1,613
Salt fish	788 ,,	1,340
Oil, vegetable	335 ,,	1,015
Planks—hardwood	8,167 pieces	735
Agar agar (sea-weed)	969 cwt.	732
Pith paper (or rice paper)	4,202 lbs.	567
Tea	8,230 ,,	347
Sundries	..	2,690
Total	..	113,363

Besides RE-EXPORTS, viz :—

Denomination.	Quantity.	Value.
		£
Opium, Benares	7 cwt.	697
Sundries (Foreign)	..	215
Cotton, raw	6,496 lbs.	307
Sundries (Chinese)	..	179
Total	..	1,398

(Signed) WM. GREGORY, *Interpreter in charge.*
British Vice-Consulate, Tamsuy, Formosa,
April 1865.

(No. 5.)—RETURN of Junks arriving at the Port of Tamsuy during the Chinese year from 8th February, 1864, to 27th January, 1865, (354 days.)

(From a Chinese source of information).

Kind of Craft.	No. of Craft.	Approximate Carrying Capacity.	
		Piculs.	Tons.
1. Heavy junks (but none of them very large)—			
Of about 2,000 piculs burden	11	22,000	1,310
„ 1,200 to 1,600 piculs burden	68	95,200	5,670
„ 800 1,100 „	63	59,850	3,560
2. Small craft—			
Of about 400 to 600 piculs burden	58	29,000	1,730
„ 200 300 „	74	18,500	1,100
„ 100 piculs burden	86	8,600	510
3. Sharp-built craft—			
Of about 200 to 300 piculs burden	42	10,500	620
„ 100 piculs burden	66	6,600	390
Total	468	250,250	14,890

168 piculs being reckoned as 10 tons.

The above is for Tamsuy alone, not including Kelung. The number of junks visiting Kelung during the same period is given as 268. I have no information as to their tonnage.

(Signed) WM. GREGORY, *Interpreter in charge.*
British Vice-Consulate, Tamsuy, April 1865.

FOREIGN TRADE of South Formosa compared with that of North Formosa for the year 1864.

	Tamsuy and Kelung.				Takow and Taiwan-foo.			
	Entire Year, 1864.		Average per Month.		From May 6 to to Dec. 31, 1864. (Say Eight Months.)		Average per Month.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British shipping ...	43	7,335	$3\frac{7}{12}$	$611\frac{1}{4}$	28	5,566	$3\frac{1}{2}$	$695\frac{3}{4}$
Foreign shipping ...	53	10,401	$5\frac{5}{12}$	$866\frac{3}{4}$	62	11,665	$7\frac{3}{4}$	$1,458\frac{1}{8}$
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Imports	249,677 0 0		20,806 8 4		203,649 0 0		25,456 2 6	
Exports	113,363 0 0		9,446 18 4		139,048 0 0		17,381 0 0	

Exchange at 4*s.* 6*d.* the dollar.

(Signed) ROBERT SWINHOE, *Vice-Consul.*
British Consulate, Taiwan,
Takow Office, April 27, 1865.

No. 21.

Mr. Winchester to Earl Russell.—(*Received July* 6.)

My Lord, *Yokohama, April* 24, 1865.

I HAVE the honour to forward the Trade Returns for the port of Kanagawa, of which the increase of daily business at that Consulate, and the changes in the working staff of the establishment at the end of the year have hitherto retarded the completion.

These Returns are covered by a valuable Report going over the whole ground in as far as the port of Kanagawa is concerned, so as to require neither comment nor addition on my part.

I certainly anticipated that the out-turn of the year 1864, in respect of foreign commerce with Japan, would indicate, notwithstanding the forced interruptions and remissions of activity consequent on the political action of this Government, no decrease in the money value of either exports or imports, because it was a fact discoverable on the face of the fortnightly price currents that the ruling prices were from 20 to 25 per cent. in advance of former years, but that with the single exception of raw silk, there should be an actual increase in the quantities of all goods deserving the designation of staples, is a fact which has taken me by surprise.

Even with respect to silk itself, I believe that the deficiency in quantity would have been much less considerable than it is, but for the fact that the temptation to be constantly interfering with this valuable article is apparently to the Japanese Government irresistible.

This scarcity, the result chiefly of artificial restrictions, has given rise to over trading, very likely to cause much individual loss, both to Japanese and foreign merchants. It is understood that, allured by the high prices, the former have made purchases at rates which do not admit of its re-sale to foreigners at a profit; while the latter, having purchased silk now on its way home at 10 or 15 per cent. above European quotations, must be great losers. This of course reacts on the import and bullion markets very unfavourably.

I have directed a Comparative Tabular Statement, showing the general amount of trade at the three open ports for 1863 and 1864, to be made up from the several Trade Returns as an annex to this despatch.

The totals therein shown, even after every allowance is made for advanced prices consequent on over trading, must be considered as satisfactory so far as general progress is concerned. They do not include the sums paid for steam-vessels and munitions of war, which cannot well be estimated at less than half-a-million sterling.

There is apparently only one thing wanting to place the interest of foreign commerce on an unassailable basis, namely, to fix it in a locality which will place it in direct communication with the great monetary interests which exercise so very considerable a control over the financial operations and general policy both of the Tycoon and Princes. This cannot be fully accomplished till Osaka or Hiogo is opened to foreign trade.

I have, &c.

(Signed) CHARLES A. WINCHESTER.

Inclosure 1 in No. 21.

Acting Consul Flowers to Mr. Winchester.

Sir, *Kanagawa, April* 21, 1865.

I HAVE the honour to forward, in duplicate, my Commercial Report for the year 1864.

The statistics of the trade of this port, compiled, as usual, from the best available sources, show an increase in the general business of the port.

Shipping.—In the shipping, as in other respects, the increase in the trade is altogether British. The other nationalities represented here show a decrease of shipping in 1864 as compared with the previous year. This will be seen by the following Table:—

Nationality of Vessels.	Arrived.				Departed.			
	In 1863.		In 1864.		In 1863.		In 1864.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British	100	34,790	139	61,498	100	32,948	141	59,263
American	40	21,102	16	6,817	36	19,557	15	6,567
Dutch	13	3,464	11	4,407	16	4,124	11	4,407
French	7	2,156	6	2,139	7	2,156	4	1,327
Russian	2	598	1	140	2	598	1	140
Prussian	8	2,310	1	459	7	1,877	2	892
Total	170	64,420	174	75,460	168	61,260	174	72,596

The total arrivals of last year, as compared with the year before, show an increase of four vessels and of 11,040 tons; and the departures in 1864 show an increase of six vessels and 11,336 tons. It will be seen that this average improvement is almost entirely owing to the great increase in the number and tonnage of British vessels during last year. The following figures exhibit the steady improvement in the British shipping business at this port during the last four years:—

	Arrived.		Departed.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
In 1861	37	15,234	36	14,822
1862	65	19,181	52	15,202
1863	100	34,790	100	32,948
1864	139	61,498	141	59,263

The British arrivals in 1864 increased by 39 vessels of 26,708 tons, and the departures by 41 vessels of 26,315 tons. The regular bi-monthly arrival and departure of the Peninsular and Oriental Steam Navigation Company's steam-ships during last year also formed a noteworthy feature in the shipping of this port. One British vessel, the steamer "Yang-tze," was sold during the year to the Japanese Government for 145,000 dollars.

Casualties.—On the 10th September the "Fleda," and on the 29th December the barque "Onward" were wrecked on the coast of Japan, not far from this port. The wreck of the "Onward" was ascribed by a Court of Inquiry to imperfect charts. The master and crew spoke in the highest terms of the kind treatment they received from the Japanese authorities at the scene of the wreck. Beyond these wrecks, and the striking of the Peninsular and Oriental Steam Navigation Company's steamer "Nepaul" upon a sunken rock in this bay in the month of November, there has been no casualties to British shipping on this part of the Japanese coast during that year.

The construction of a dock for the purpose of building and repairing vessels at or near this port is said to be in contemplation by the Japanese authorities, if not by a company of foreigners. At present there is no dock, but such facilities as the coast affords for repairing ships have been given by the Japanese Government when required.

Not the least remarkable and satisfactory feature in the shipping during last year was the great increase in the direct trade between this port and Great

Britain. Eight vessels of 2,638 tons arrived direct from London and other ports in England during 1864; and 35 vessels, of 15,715 tons, were despatched direct to London and other ports in Great Britain, with full cargoes of raw cotton and other produce. Of these vessels, 33, of 14,723 tons, were British; the other 2 were Dutch. This amount of direct trade, as compared with that to other ports and places in Europe and America, will be found to be proportionally very large, and might fairly be augmented to the number of 12 vessels more, at least, on account of the cargoes shipped fortnightly direct to England in the Peninsular and Oriental Steam Navigation Company's mail steam-ships.

In the early part of the year freights were high, being in February and March as high as 7*l.* 10*s.* per ton to London for silk, and 6*l.* 10*s.* per ton for tea. About the middle of the year freights fell to 5*l.* per ton for silk, and 4*l.* per ton for tea; and towards the close of the year silk would be carried for 4*l.* per ton, and tea for 3*l.* per ton. Most of the coast and carrying trade was, as usual, between this port and Shanghae, the rate of freight being 3 dollars per picul for silk, and 5 dollars per ton measurement. On the whole the British shipping business at this port during last year advanced very satisfactorily, while that of America, Holland, France, and Prussia declined considerably as compared with the year before.

Trade and Commerce.—The declared value of the commerce of this port during the year 1864 exceeds considerably that of any previous year since the opening of the port. Indeed, the value of the import trade alone is nearly equal to the import and export trade of 1863, and more than equal to the total import trade of the first three years. There is still much room for improvement; and with the growing taste for various foreign manufactures and products, there is reason to think that the import trade will from year to year increase largely.

The exports also show a considerable increase, being almost 9,000,000 dollars, against 5,000,000 dollars of last year. This, however, is not such an increase as the producing capabilities of Japan and the trade capital of this port would warrant. It is difficult to avoid the conclusion that the export trade of the port is still rigorously controlled and hampered by the native authorities.

Although the general out-turn of the trade of last year is hopeful enough in some respects, yet the trade of that period was fitful, and at times very much depressed. Upon reviewing a file of trade circulars and market reports for the year, it appears that during the first half of last year, and until the result of the expedition to Shimonaseki, became known at Yeddo, imports were much neglected, and exports were so high in price and so scanty in supply (excepting raw cotton) as to be highly unsatisfactory to foreign merchants, and doubtless so also to Japanese dealers. The success of the expedition to Shimonaseki in September was, however, followed by a marked activity in trade, which continued to the end of the year, and no doubt made up the satisfactory general result which the following figures show for 1864, as compared with the four preceding years:—

Year.	Imports.	Exports.	Total.
	Dollars.	Dollars.	Dollars.
1860	945,711	3,954,298	4,900,009
1861	1,478,315	2,682,952	4,161,267
1862	2,576,930	6,305,128	8,882,058
1863	1,595,170	5,134,184	6,729,354
1864	5,443,594	8,997,484	14,441,078

From this general view of the trade I may pass to a notice of the particular staple articles which have commanded most attention.

Imports.—As in past years, the fabrics called camlets figure highest in the Import Return, and show a valuation of more than 1,000,000 dollars, or about double that of the year 1863. Other woollen fabrics have been equally well sold, and the result is a large increase of trade in those articles.

The demand for grey shirtings, chintzes, prints, velvets, and other cotton fabrics, has been large and steady since the revival of the trade in the latter part of the year.

While some articles of import, which had been highly favoured by Japanese buyers in past years, were almost entirely neglected during 1864, other articles of import have been introduced, and have found a good market here. Among the former may be mentioned block tin, spelter and lead; and amongst the latter, iron and cotton yarn. These articles have been in good demand, especially iron, at fair prices. The quantity of iron sold during the year has been estimated by a person dealing in it, at 20,000 tons. The valuation of grey shirtings is the second, and that of cotton yarn the third highest in the Return Table of Imports; and the figures in each instance exhibit a very large increase over the amount of any previous year. On the whole there has been a large increase in the import branch of the trade.

Exports.—In the export trade, raw silk as usual commanded much attention, and may be said to be the leading staple, though by no means the most remunerative. Indeed, I am informed that purchases of raw silk by foreigners in the latter part of the season 1863-64, were made, more as a mode of remittance for imports, than with a view to any actual profit on the shipments. There appears to be little room to doubt the correctness of the allegation that the Japanese authorities tamper with and restrict the exportation of this valuable product. In a letter lately addressed to me by the Governor of this port, relative to the sale of ova or silkworm eggs for exportation, that officer avows a restriction on the trade which is in direct contravention of the express terms of the Treaty of Commerce. The quantity, and in some degree the quality also, of the silk exported in 1864, falls far short of that of the preceding year; but the price of the smaller quantity, 12,576 bales, shows an increase of more than 2,000,000 dollars over that of the 23,164 bales exported in the year 1863. This is a very serious matter, the blame of which is laid entirely to the charge of the Japanese Government,

Upon the subject of the silk trade of the port, I cannot do better than embody here *in extenso* the following able letter with which I have been favoured by a well known resident silk inspector and merchant, J. M. Jaquemot, Esq., than whom no one can be better qualified to treat the subject.

"Sir,

"Agreeably with your request, I have the honour to send you my report on our silk market for the year 1864.

"The first two months of that year were a perfect blank for the silk trade, there was no stock for sale on the market, and the arrivals from the country were completely interrupted.

"In the month of March a few hundred bales were brought down, and business began slowly to revive, but at prices which, to all appearance, were not destined to leave much margin to exporters. The month of April was a little more active, with a continuance of high prices in the face of unfavourable advices from the European markets.

"In the month of May, the Japanese dealers having submitted to some reduction in prices, and reports having been at the same time circulated that

the exportation of China silk for the ensuing season was likely to be much shorter than in former years, a very fair business was done, leaving only a small stock of silk on the market, which was completely cleared in June.

"The musters of the new season's produce began to come down in the first fortnight of July, of which about 100 bales were eagerly bought up at high prices. The second fortnight, however, it was stated by the native merchants that the Japanese authorities in the country were interfering with their trade, and no more silk was brought down to Yokohama that month.

"In August the arrivals from the country were limited to about 300 bales, which had been contracted for by some British merchants of this place, and were brought down under the flag and protection of the Daimio of Satzuma. With that exception, the silk trade was brought to a complete standstill. This state of things continued throughout the month of September, without any appearance of the illegal proceedings of the Japanese authorities being removed. Meanwhile, a good many merchants of all nationalities made advances to the native dealers, who repaired to Yeddo and other places in the country, where large stocks were accumulated, and smuggled in some 300 or 400 bales at an enormous risk to themselves, as well as to the foreign merchants who had made advances to them. It is, however, satisfactory to say that, with scarcely any exception, all the monies that had been advanced to the native dealers for that purpose were eventually repaid.

"The position of the foreign houses engaged in the silk trade was at that time very painful. The advices from Europe and China left no doubt whatever of the deficiency of the last year's crop in those respective localities, and large orders had consequently been sent to Japan, as being almost the only country from whence an abundant supply could be expected. On the other hand, it was well known here that the crop in Japan had been successful and abundant; silk coming from all parts of the country to Yeddo on the way to Yokohama, agreeably with an established custom, was detained by the Japanese authorities, and had accumulated to the extent of more than 6,000 piculs. The native dealers, whose intercourse with foreigners was thus hampered by their own authorities, were indignant and made repeated applications to the Government at Yeddo, but to no purpose.

"The restrictions continuing to be severely enforced by the Japanese Government, and threatening to bring the trade of this port to a close, the foreign merchants memorialized their respective Ministers, who repaired to Yeddo in the beginning of October, and made such arrangements with the Gorogio as resulted in all the illegal impediments being removed almost immediately.

"So striking was the relief thus given to the trade of this port, that within the month which followed the visit of the Ministers to Yeddo, upwards of 4,000 bales of silk were shipped, of the value of rather more than 2,000,000 dollars.

"The demand was exceedingly brisk throughout the months of October and November, and was eventually stimulated by a considerable depreciation of the value of the Mexican dollar, large quantities of which had been sent to China and Japan in anticipation, probably, of heavy purchases of cotton, which however did not take place, owing to the financial crisis which broke out in England in September and October last year. The abundance of dollars on this market, and the limited supply of suitable articles wherewith to make the returns, caused, as above stated, a fall in the exchange of fully 13 per cent. in the short space of six weeks.

This reduction, all in favour of the exporters of silk, was unfortunately more than counteracted by the enormous rise which took place in the market value of this staple, to a point not only perfectly unprecedented, but which I feel assured the Japanese dealers, even in their wildest dreams, had never to attain.

"The excessive height of the prices brought, at last, most of the buyers to their senses; in December the demand slackened sensibly, but prices remained firm to the close of the year.

"The year 1864 has been remarkable for the intermittent character of transactions in silk, owing to the repeated restrictions alluded to above, and the excessive elevation of prices, as will be seen below. It is not, therefore, to be wondered at that the export of silk shows a poor figure, compared with the two former years. The total export of silk from Yokohama to all parts amounted to—

"12,576 bales* in 1864	..	Value 6,150,000 dollars.
"Against 23,164 ,, in 1863	..	,, †9,960,000 ,,
"And 20,601 ,, in 1862	..	,, 6,730,000 ,,

"In these numbers are not included a few hundred bales, more or less, of inferior descriptions, such as waste silk, floss silk, and knubs and husks, the total of which in 1864 may amount to 500 bales, of the value of 40,000 dollars. The average market prices, quoted below, may be found interesting in connection with the above table of exports:—

	In 1862.	In 1863.	In 1864.
	Per picul. $	Per picul. $	Per picul. $
"Mibash and Sinchu ..	460	520	620
Oshio	420	480	580
Coshio	370	430	530
Hashogee	310	370	480

"The remarks I was called on to make last year on the gradual increase of the market value of silk at Yokohama, apply with a much greater force to 1864; whatever may have been the motives which induced the buyers, and there have doubtless been some good ones, it cannot be gainsaid that prices have been pushed up to an extreme, nay, a dangerous point. It may be granted in favour of the exporters that the demand for silk, owing to the deficient crops in China and Europe was the more urgent, as there was no other country in the world from which a supply could be obtained. It must likewise be allowed that the intermittent character of the arrivals from the country, and their uncertainty, acted as a spur on the energies of the merchants, and fanned their eagerness to secure enough to fill their wants with all possible despatch. But it cannot be denied that the foreign buyers have shown far less discretion than ever in this market, in their dealings with the Japanese. In their haste to secure a supply, at almost any cost, they have put themselves in the power of the native dealers, who feel that they have a hold on them which will not be easily shaken off. They threw away the chance that fell in their way of a considerable reduction in the exchange, and gave the full benefit of it to the Japanese merchants; that was a great fault, and it will take I know not how many years to repair the mischief. The ruling prices here show now an absolute loss compared to those of Europe. It may be that the growing scarcity of silk in the western world will eventually force

* All bales mentioned in these figures may be estimated at the weight of 85 catties each.

† The declared value in the official Return of last year amounts to $4,127,340.—M.F.

up the prices in England, France, &c., to a par with those which have been paid here within the last four months. But it is well known that an extreme elevation in the value of any article is almost invariably followed by a more or less sudden reaction. The value of raw silk has now reached a point in the markets of Europe which leaves scarcely any profit to the manufacturer; can it be supposed that the latter will continue working without any remuneration? On the contrary, I venture to hope that our merchants here will listen to the advices of reason, and stop in the course they are pursuing, in time to avoid further losses and disappointments.

"I have not alluded hitherto to a new branch of the silk trade which had in former years been very slightly developed owing to the difficulties with which it was surrounded by the Japanese authorities, I mean the silkworms' eggs. In consequence of the fatal disease which continues to attack the silkworms in Europe, great efforts were made last year to get seed from this country, former experiments of it having been quite successful. A considerable quantity was shipped, which may be estimated at 200,000 cards of the value of 200,000 dollars. Should that seed give a satisfactory result in the spring of this year in Europe, I have no doubt that there will be a very active demand for it next season. It is satisfactory to find that the severity of the Japanese authorities, with regard to the exportation of this article, has been lately much relaxed, and that henceforth it may form no inconsiderable part of our exports.

"Small quantities of cocoons have also been shipped from here; but not having kept or had access to any record of the quantities exported, I only mention it here *pro mem.*; at all events, the value of the quantities exported is almost insignificant."

Raw Cotton.—The second article of export which demands attention is raw cotton, of which 64,000 piculs, valued at 1,792,000 dollars, were exported, chiefly to England, in 1864, against 46,697 piculs, valued at 426,204 dollars, in 1863, showing a greatly increased cost of the article in this market, so great indeed as to have recently led almost to a stoppage of the trade in this export. The native dealers are very firm in their demands, and must have made large profits on cotton as well as on silk during the year.

Tea.—Of tea there is little to be said. Supplies on the whole have been liberal, but prices were maintained so high as to leave no profit to exporters. It is asserted by some resident merchants that there has been a loss on almost every shipment of the article to London during last year. From the private statistics of merchants, it would appear that upwards of 5,000,000 lbs. of tea, valued at about 1,000,000 dollars, were exported at this port in 1864.

In the month of May last, Japanese tobacco was in active demand for exportation, at rates as high as 6 to 7 dollars per picul. This article, however, has not become one of much importance in the market.

In Chow-chow articles for the China market the usual business has been done, but not to a greater extent than in past years. In timber and oil, which formed a considerable item in the exports of former years, there was no business done for export in 1864, the prices asked by native dealers being so high as entirely to preclude purchases.

Taking a general view of the trade of last year, it does, I think, appear that the import trade is the most satisfactory to foreign traders, although there is still a balance of trade to the amount of 3,500,000 dollars in favour of Japan.

Exchange.—The average rate of exchaage on London throughout the year was, for Mexican dollars, from 4*s.* 10*d.* to 5*s.* for bank bills at six months' sight. In the months of September and October, however, the

rate was as high as 5*s*. 2½*d*. to 5*s*. 3½*d*. for bank bills at six months' sight, and still higher for private drafts. In the month of November about 2,000,000 dollars arrived in three ships, and the rate of exchange fell to 4*s*. 8¾*d*., and at the close of the year it was 4*s*. 6¾*d*.

The year 1864 will be memorable as that in which every reasonable man in this country must have been convinced of the utter folly of any Japanese Prince or party attempting to dispute by force the rights of foreigners in Japan. All the elaborate preparations and concentrated force of the Daimio Choshiu at Shimonaseki were quickly destroyed in September last by the allied squadron; and the good effect of this check to the folly of that Daimio was soon visible in the greatly-improved state of this market. The last year also was, I regret to say, marked, like some of its predecessors, by a barbarous unprovoked murder of foreigners by Japanese. On the 21st November last, Major Baldwin and Lieutenant Bird, both officers of the 2nd Battalion 20th Regiment, in garrison at this port, were murdered at Kamakura, a place quite within the limits of this Consular district. On the 28th December, Shimidzu Seiju, one of the murderers, was publicly executed for that crime at Yokohama.

The foreign population of the port during the year 1864, including those afloat and ashore, might be taken, perhaps, at from 6,000 to 7,000 persons. Independently of the garrison and the fleet, the number of resident foreigners of all classes increased very considerably; and with this increase of population came a very oppressive increase in the prices of provisions, and generally in the cost of living, so as to render this port a rival to Shanghae in its immoderate expensiveness. House-rent in the Foreign Settlement has continued high, notwithstanding that building has been going on rapidly, and new houses coming into occupation.

The number of British residents on the Consular register at the close of last year was 200, of whom 90 were registered during the year. The resident civilians are, with few exceptions, persons engaged in, or connected with, the commercial pursuits of the port. The medical profession is fairly represented in the resident community, and during the year the skill of resident civil engineers became available in the planning and building of houses. At present there does not appear to be sufficient inducement for members of the legal profession to settle here. There are few resident shipwrights, carpenters, blacksmiths, and artizans, as many no doubt as can find remunerative employment in the port.

Sanitary.—The health of this community during the year has, in the main, been good. Some cases of small-pox occurred, and the exertions made to limit the spread of the disease led to the establishment of a small-pox hospital on the Bluffs, outside the Settlement. This institution, under the able management and careful superintendence of Dr. Willis, of the British Legation, has contributed largely towards mitigating and checking the spread of the disease. A Sanitary Committee also, composed of the heads of a few mercantile houses, were empowered to collect and expend small monthly contributions for the purpose of keeping the Settlement clean and free from rubbish and offal, which, if allowed to accumulate, would engender disease. Several attempts have been made to form a Municipal Committee; but so far no such body has been elected for the general management of local matters.

Climate.—I am indebted to Dr. J. D. Hepburn, a resident missionary physician, for copy of his observations on the state of the weather, memorandum of earthquakes, &c., during the year 1864. This information will, no doubt, prove interesting, and I attach it to this Report as an inclosure.

Native Town.—The native population has increased very considerably

during the last two years. In the beginning of 1863, the resident population of the native town of Yokokama and its suburbs was, I am informed, under 8,000. By a Return received from the Custom-house, I find that the native population of Kanagawa, including Yokohama, is at present 18,722, of which about 12,000 belong to Yokohama. Of this number, 519 are officials engaged in the Customs and Police administration of this port, and 1,922 are officers and men composing the native garrison and doing duty in the several guard houses. The number of houses in Yokohama-Kanagawa is stated to be 4,482, of which 2,876 are in Yokohama and its suburbs. Of the total native population 9,591 are males, and 9,131 are females. I am glad to observe that in the native, as in the foreign town, building had been sufficiently active during the year, to show that the town has been extending and improving. The filling up of the remainder of the marsh or swamp lying immediately in the rear of the town, and which is expected to be completed this year, will be a very important improvement to the settlement in many respects.

Food Crops.—I have heard no complaints of the rice, wheat, and other food crops of last year. There is evidently no want or distress among the people of this district; they all seem to be well employed and to be contented. Their acuteness in obtaining from foreigners the highest possible prices for their produce is quite remarkable. This is effected through combination and reticence in matters of trade; and they certainly have succeeded in running the prices of export produce up to a very high pitch indeed.

Public Works.—A public road about five or six miles in length, and of an average width of 30 feet, had been commenced and almost finished last year. This road runs in a southerly direction from Yokohama, and was constructed by the Japanese Government for the accommodation of foreigners taking recreation in that direction, and perhaps with a view of having the Tokaido less frequented by foreigners. The road in some parts exhibits very respectable engineering ability, and is now quite finished; excepting this, there had been no public work in progress here during the year, and there are no manufactories in this locality. The fishing of the bay and coast employs a good many hands; the agriculture and horticulture of the district engage many others; and the remainder find employment in the sundry pursuits of the town, and in the traffic with Yeddo and other places, from and to which produce and merchandize are brought. The social condition of the Foreign Settlement during 1864 had been much the same as reported to have been during the year 1863. The large number of sailors and soldiers in the port caused spirit-shops to become unexpectedly numerous; the result of this was a great increase in the number of the police cases and criminal charges which came before the Consular Court: 102 cases had been heard and recorded in the course of the year. Some of these were civil suits, arising in the resident mercantile community. The work of the Consulate thus became very heavy for the officers attached to it; and it is to this constant daily occurrence of matters, which demand immediate attention, that I have to ascribe the delay in sending in this Report.

The inclosures which accompany this Report are—

1. Tabular Returns of the Shipping, numbered 1 to 5.
2. Returns of the Declared Trade of the port during the year, numbered 1 to 3.
3. A Weather Table for 1864.

I submit this Report with the hope that it will be found to contain some useful information, and such as Her Majesty's Goverment desires.

I have, &c.

(Signed) MARCUS FLOWERS.

(1.)—RETURN of the Number and Tonnage of Merchant-Vessels which Arrived at, and Departed from, the Port of Kanagawa, during the Year ended December 31, 1864, distinguishing the Countries to which they belonged.

Under what Colours.	Arrived.		Departed.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	139	61,498	141	59,263
American	16	6,187	15	6,567
Dutch	11	4,407	11	4,407
French	6	2,139	4	1,327
Russian	1	140	1	140
Prussian	1	459	2	892
Total . ..	174	75,460	174	72,596

(2.)—RETURN of the Number of Merchant-Vessels, distinguishing their respective Flags, which Entered and Cleared at the Custom-house of Kanagawa, proceeding from, or bound for, the Ports and Places undermentioned, during the Year ended December 31, 1864.

Ports and Places.	Arrived.						Departed.					
	British.	American.	Dutch.	Prussian.	French.	Russian.	British.	American.	Dutch.	Prussian.	French.	Russian.
Great Britain ...	8	...	...	...	...	...	33	...	2	1	...	...
France	...	...	...	...	1	...	...	...	...	...	...	...
Shanghae	96	9	2	1	1	...	45	4	...	1	1	...
Hong Kong ...	12	1	...	...	1	1	29	1	1	...	2	1
Holland	...	...	5	...	...	...	...	...	...	...	...	...
Batavia	...	...	...	...	...	...	...	...	3	...	...	...
United States ...	...	4	...	...	...	...	2	10	...	...	...	...
New Zealand ...	1	...	...	...	...	...	...	...	...	...	...	...
Singapore	...	...	1	...	...	...	1	...	...	...	...	...
Australia	2	...	...	...	...	...	...	...	...	...	...	...
Hakodate	7	...	...	...	...	...	21	...	...	...	1	...
Nagasaki	13	2	3	...	3	...	8	...	5	...	...	...
Sold	...	...	...	...	...	...	2	1	...	...	...	...
Total ...	139	16	11	1	6	1	141	16	11	2	4	1

(3.)—RETURN of the Direct Trade in British Vessels from Great Britain during the Year ended December 31, 1864.

	Names of the Vessels.	Tonnage.	Value of Cargo.
1	Etheldreda	327	
2	Patricia	248	
3	Kwang Foong	263	
4	Mountain Ash	437	No means of ascertaining.
5	Satzuma	261	
6	Medina	357	
7	Velocidade	268	
8	Julia	477	
	In 8 Vessels ..	2,638	

(4.)—RETURN of the Direct Trade in British Vessels to Great Britain, during the Year ended December 31, 1864.

No.	Name of Vessel.	Tonnage.	Value of Cargo.
			£
1	Forerunner	558	72,085
2	Alexandra	547	239,030
3	Cymbeline	390	76,092
4	Nelly	406	33,978
5	Mary Shepherd	905	94,409
6	Cissy	649	80,364
7	Macedon	496	56,400
8	Anglo Indian	440	73,500
9	Alexander	298	34,458
10	Abbotsford	527	121,888
11	Auld Reekie	192	29,476
12	Lady Ebrington	413	68,296
13	W. W. Smith	661	113,756
14	Harwood	462	17,338
15	Merse	629	116,780
16	Patricia	248	22,164
17	Red Deer	691	156,692
18	Natal	214	32,268
19	Anna Maria	270	40,144
20	Lucknow	402	31,879
21	Little Edith	571	76,944
22	Gyrn Castle	591	108,368
23	Yokohama	198	7,804
24	Vigil	549	124,460
25	Jane Isabella	366	76,518
26	Mountain Ash	437	28,149
27	Fleda (wrecked)	300	—
28	Comus	375	68,284
29	Amelia	142	8,499
30	Pembrokeshire	720	66,970
31	Alfred Hawley	420	60,432
32	Medina	357	82,450
33	Amoy	299	46,814
	In 33 Vessels ..	14,723	2,267,689
	DUTCH.		
34	Fwee Cornelissen . ..	742	No means of ascertaining.
35	Meppel	252	

(5.)—TABLE showing the Coasting Trade carried on in British Vessels during the Year ended December 31, 1864.

ARRIVED.			DEPARTED.		
	No.	Tonnage.		No.	Tonnage.
From Nagasaki ..	13	5,266	To Nagasaki ..	8	3,075
Hakodate ..	7	2,887	Hakodate ..	21	6,301
Total ..	22	8,153	Total ..	29	9,376

(1.)—RETURN showing the Export Trade of the Port of Kanagawa, as compiled from the Custom-house Entries, and other reliable sources, for the Year 1864.

Commodities.	In 141 British Ships, of 59,263 tons.		In 15 American Ships, of 6,567 tons.		In 11 Dutch Ships, of 4,407 tons.		In 4 French Ships, of 1,327 tons.		In 1 Russian Ship, of 140 tons.		Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		$		$		$		$		$		$
Raw silk .. .. Bales ..	12,576	6,162,240	..	..	..	..	..	..	189	5,292	12,576	6,162,240
Raw cotton .. .. Piculs ..	60,387	1,690,836	545	15,260	2,879	80,612	..	..	..	..	64,000	1,792,000
Tea .. .. .. Lbs. ..	2,526,837	404,293	381,444	61,031	..	..	..	..	..	..	2,908,281	465,324
Waste silk .. .. Piculs ..	1,817	127,190	..	..	12	840	..	..	500	2,250	1,829	128,033
Seaweed .. .. ,, ..	9,012	40,554	376	1,692	..	..	..	..	..	..	9,888	44,496
Tobacco .. .. ,, ..	6,426	38,556	..	..	65	390	..	..	..	..	6,491	38,946
Cocoons .. .. ,, ..	241	24,100	..	..	..	..	..	..	..	..	241	24,100
Silkworms' eggs .. Cards ..	134,000	134,000	6,000	6,000	..	..	60,000	60,000	..	..	200,000	200,000
Wax .. .. .. Piculs ..	591	7,683	..	..	98	1,274	..	..	..	..	689	8,957
Mushrooms .. .. .. ,, ..	653	20,896	22	704	..	..	..	..	..	..	675	21,600
Beans .. .. ,, ..	1,170	2,925	2,750	6,875	1,010	2,525	..	..	..	..	4,930	12,325
Cuttlefish .. .. ,, ..	745	8,195	13	143	..	..	..	..	..	..	758	8,338
Shark-fins .. .. ,, ..	794	11,116	33	462	22	308	..	..	..	..	849	11,886
Shrimps .. .. ,, ..	504	4,032	..	..	..	..	..	..	..	..	504	4,032
Gall-nuts .. .. ,, ..	478	5,258	..	..	..	..	..	..	..	..	478	5,258
Ginseng .. .. ,, ..	67	10,050	..	..	..	..	..	..	..	..	67	10,050
Flax .. .. .. ,, ..	65	1,360	..	..	..	..	..	..	..	..	85	1,360
Curiosities .. .. Boxes ..	417	41,700	37	3,700	57	5,700	..	..	..	..	511	51,100
Paper .. .. Bales ..	623	2,492	100	400	..	..	..	..	..	..	723	2,892
Mats .. .. .. Packages .	530	2,650	..	..	300	1,500	..	..	..	..	830	4,150
Bulbs .. .. Cases ..	16	400	..	..	..	..	..	..	..	..	16	400
	..	8,740,526	..	96,267	..	93,149	..	60,000	..	7,452	..	8,997,484

(No. 2.)—A Return showing the Import Trade of the Port of Kanagawa, 1864.

Commodities.	In 139 British Ships, 61,498 tons.		In 16 American Ships, 6,817 tons.		In 11 Dutch Ships, 4,407 tons.		In 6 French Ships, 2,139 tons.		In 1 Russian Ship, 140 tons.		In 1 Prussian Ship, 459 tons.		Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.
Woollens ... ... pieces	10,197	142,758	...	...	467	6,538	20	280	...	...	...	...	10,684	149,576
Brocades ... ... „	5,126	28,705	...	...	...	...	...	...	...	...	...	...	5,126	28,705
Chintz ... ... „	43,512	152,292	2,450	8,575	5,444	19,054	...	...	...	...	...	...	51,406	179,921
Turkey, red ... ... „	18,825	75,300	...	...	5,500	22,000	..	...	...	...	...	...	24,325	97,300
Blankets ... ... pairs	7,847	31,388	...	...	200	800	...	...	...	...	...	...	8,047	32,188
Ivory ... ... piculs	347·54	76,458	16·29	3,583	10	2,200	63·50	13,970	...	...	...	...	437·33	96,211
Rhinoceros horns ... ... „	36	7,200	...	...	...	...	...	...	...	...	...	...	36	7,200
Revolvers ... ... pieces	583	8,745	200	3,000	176	2,640	...	...	...	...	...	...	959	14,385
Rifles ... ... „	2,285	22,850	2,256	22,563	4,868	43,680	1,700	17,000	...	...	...	...	10,609	106,090
Leather ... ... „	5,762	4,321	...	...	...	...	...	...	...	...	...	...	5,762	4,321
Hides ... ... piculs	...	...	...	...	539	6,468	...	...	...	...	...	...	539	6,468
Spirits ... ... cases	13,870	82,900	421	2,200	4,302	14,500	407	4,100	534	3,200	...	...	19,734	106,900
Camlets ... ... pieces	52,900	1,058,000	1,000	20,000	1,930	38,600	25	500	...	...	...	...	55,855	1,117,100
Furniture ... ... cases	56	2,0 8	...	...	5	250	...	...	...	...	...	...	61	2,288
Glass ... ... boxes	1,130	3,955	...	...	1,175	4,112	...	...	...	...	...	...	2,305	8,067
Crockery ... ... „	89	2,670	...	...	241	7,230	...	...	...	...	...	...	330	9,900
Glassware ... ... „	25	750	...	...	...	...	...	...	...	...	...	...	25	750
Clothes, ready made ... ... „	55	5,500	...	..	...	...	...	...	...	...	...	...	55	5,500
Tin plates ... ... „	13,988	83,928	44	264	750	4,500	500	6,000	...	...	...	...	15,282	91,692
Lead ... ... piculs	11,174	69,837	...	...	7,029	43,931	...	...	...	...	582	3,637	18,785	117,405
Iron wire ... ... „	2,034	9,661	...	...	...	...	435	2,066	...	...	...	...	2,469	11,727
Iron ... ... „	32,560	146,520	300	1,350	6,919	31,135	2,410	10,845	...	...	...	...	42,189	189,850
Sugar ... ... „	10,496	104,960	300	3,000	84	840	597	5,970	646	6,460	...	...	12,123	121,230
Orleans ... ... pieces	26,457	185,199	...	...	210	1,470	418	2,926	...	...	...	...	27,085	189,595
Lastings ... ... „	6,875	103,125	100	1,500	...	...	...	...	...	...	...	...	6,975	104,625
Cottons ... ... „	170,158	850,790	250	1,250	6,705	33,525	550	2,750	105	525	...	...	177,768	888,840
Yarn ... ... piculs	5,327	639,240	60	7,200	914	109,680	...	...	...	...	...	...	6,301	756,120
Tafachelas ... ... pieces	17,689	75,178	...	...	31,346	133,220	...	...	...	...	...	...	49,035	208,398
Spelter ... ... piculs	6,847	34,235	...	...	1,429	7,145	400	2,000	...	...	...	...	8,676	43,380
Tin ... ... „	2,974	74,350	...	...	84	2,100	...	...	...	...	...	...	3,058	76,450
Velvets ... ... pieces	28,775	287,750	620	6,200	4,319	43,190	283	2,830	...	...	...	..	33,997	339,970
Store goods	...	60,660	...	19,440	...	16,515	...	1,650	...	1,506	...	...	...	99,771
Medicines	...	133,494	...	1,385	...	13,474	...	7,638	...	684	...	...	...	156,675
Articles de Paris	...	26,250	...	600	...	160	...	2,080	...	...	...	...	...	29,090
Oilman's stores	...	30,609	...	1,380	...	7,086	...	6,831	...	...	...	...	...	45,906
Total	...	4,621,616	...	103,487	...	616,043	...	86,436	...	12,375	...	3,637	...	5,443,594

(3.)—TABLE showing the Imports and Exports, with the Average Market Rates, of the Port of Kanagawa, for the Year 1864, according to Nationality.

BRITISH.

IMPORTS.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Woollens .. .. Pieces ..	10,197	14 0	142,758
Brocades .. .. ,, ..	5,126	5 60	28,705
Chintzes .. .. ,, ..	43,512	3 50	152,292
Turkey red .. .. ,, ..	18,825	4 0	75,300
Blankets .. .. Pairs ..	7,847	4 0	31,388
Ivory .. .. Piculs ..	347·54	220 0	76,458
Rhinoceros' horns .. ,, ..	36	200 0	7,200
Revolvers .. .. Pieces ..	583	15 0	8,745
Rifles .. .. ,, ..	2,285	10 0	22,850
Leather .. .. ,, ..	5,762	0 75	4,321
Spirits .. .. Cases ..	13,870	..	82,900
Camlets .. .. Pieces ..	52,900	20 0	1,058,000
Furniture .. .. Cases ..	56	..	2,038
Glass .. .. Boxes ..	1,130	3 50	3,955
Crockery .. .. ,, ..	89	..	2,670
Glassware .. .. ,, ..	25	..	750
Clothes (ready made) .. ,, ..	55	100 0	5,500
Tin plates .. .. ,, ..	13,988	6 0	83,928
Lead .. .. Piculs ..	11,174	6 25	69,837
Iron wire .. .. ,, ..	2,034	4 75	9,661
Iron .. .. ,, ..	32,560	4 50	146,520
Sugar .. .. ,, ..	10,496	10 0	104,960
Orleans .. .. Pieces ..	26,457	7 0	185,199
Lastings .. .. ,, ..	6,875	15 0	103,125
Cottons .. .. ,, ..	170,158	5 0	850,790
Yarn .. .. Piculs ..	5,327	120 0	639,240
Tafachelas .. .. Pieces ..	17,689	4 25	75,178
Spelter .. .. Piculs ..	6,847	5 0	34,235
Tin .. .. .. ,, ..	2,974	25 0	74,350
Velvets .. .. Pieces ..	28,775	10 0	287,750
Store goods	..	..	60,660
Medicine	..	..	133,494
Articles de Paris	..	..	26,250
Oilman's stores	..	..	30,609
Total	..	..	4,621,616

EXPORTS.

Denominations.	Quantity.	Price.	Value.
		$ c.	$
Raw silk .. .. Bales ..	12,576	490 0	6,162,240
Raw cotton .. .. Piculs ..	60,387	28 0	1,690,836
Tea .. .. Lbs. ..	2,526,837	0 16	404,293
Waste silk .. .. Piculs ..	1,817	70 0	127,190
Seaweed .. .. ,, ..	9,012	4 50	40,554
Tobacco .. .. ,, ..	6,426	6 0	38,556
Cocoons .. .. ,, ..	241	100 0	24,100
Silkworms' eggs .. Cards ..	134,000	1 0	134,000
Wax .. .. Piculs ..	591	13 0	7,683
Mushrooms .. .. ,, ..	653	32 0	20,896
Beans .. .. ,, ..	1,170	2 50	2,925
Cuttlefish .. .. ,, ..	745	11 0	8,195
Sharks' fins .. .. ,, ..	794	14 0	11,116
Shrimps .. .. ,, ..	504	8 0	4,032
Gall nuts .. .. ,, ..	478	11 0	5,258
Ginseng .. .. ,, ..	67	150 0	10,050

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Flax . . . . Piculs . .	85	16 0	1,360
Curiosities . . . . Boxes . .	417	100 0	41,700
Paper . . . . Bales . .	623	4 0	2,492
Mats . . . . Packages . .	530	5 0	2,650
Bulbs . . . . Cases . .	16	25 0	400
Total	. .	. .	8,740,526

2. AMERICAN.

Imports.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Chintzes . . . . Pieces . .	2,450	3 50	8,575
Ivory . . . . Piculs . .	16·29	220 0	3,583
Revolvers . . . . Pieces . .	200	15 0	3,000
Rifles . . . . ,, . .	2,256	10 0	22,560
Spirits . . . . Cases . .	421	. .	2,200
Camlets . . . . Pieces . .	1,000	20 0	20,000
Tin plates . . . . Boxes . .	44	6 0	264
Iron . . . . Piculs . .	300	4 50	1,350
Sugar . . . . ,, . .	300	10 0	3,000
Lastings . . . . Pieces . .	100	15 0	1,500
Cottons . . . . ,, . .	250	5 0	1,250
Yarn . . . . Piculs . .	60	120 0	7,200
Velvets . . . . Pieces . .	620	10 0	6,200
Store goods	. .	. .	19,440
Medicine	. .	. .	1,385
Articles de Paris	. .	. .	600
Oilman's stores	. .	. .	1,380
Total	. .	. .	103,487

Exports.

Denomination.	Quantity.	Price.	Value,
		$ c.	$
Raw cotton . . . . Piculs . .	545	28 0	15,260
Tea . . . . Lbs. . .	381,444	0 16	61,031
Seaweed . . . . Piculs . .	376	4 50	1,692
Silkworms' eggs . . Cards . .	6,000	1 0	6,000
Mushrooms . . . . Piculs . .	22	32 0	704
Beans . . . . ,, . .	2,750	2 50	6,875
Cuttlefish . . . . ,, . .	13	11 0	143
Sharks' fins . . . . ,, . .	33	14 0	462
Curiosities . . . . Boxes . .	37	100 0	3,700
Paper . . . . Bales . .	100	4 0	400
Total	. .	. .	96,267

3. DUTCH.

Imports.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Woollens .. .. Pieces ..	467	14 0	6,538
Chintzes .. .. ,, ..	5,444	3 50	19,054
Turkey red .. .. ,, ..	5,500	4 0	22,000
Blankets .. .. Pairs ..	200	4 0	800
Ivory .. .. Piculs ..	10	220 0	2,200
Revolvers .. .. Pieces ..	176	15 0	2,640
Rifles .. .. ,, ..	4,368	10 0	43,680
Hides .. .. Piculs ..	539	12 0	6,468
Spirits .. .. Cases ..	4,302	..	14,500
Camlets .. .. Pieces ..	1,930	20 0	38,600
Furniture .. .. Cases ..	5	..	250
Glass .. .. ,, ..	1,175	3 50	4,112
Crockery .. .. ,, ..	241	..	7,230
Tin plates .. .. Boxes ..	750	6 0	4,500
Lead .. .. Piculs ..	7,029	6 25	43,931
Iron .. .. ,, ..	6,919	4 50	31,135
Sugar .. .. ,, ..	84	10 0	840
Orleans .. .. Pieces ..	210	7 0	1,470
Cottons .. .. ,, ..	6,705	5 0	33,525
Yarn .. .. Piculs ..	914	120 0	109,680
Tafachelas .. .. Pieces ..	31,346	4 25	133,220
Spelter .. .. Piculs ..	1,429	5 0	7,145
Tin .. .. ,, ..	84	25 0	2,100
Velvets .. .. Pieces ..	4,319	10 0	43,190
Store goods	..	..	16,515
Medicines	..	..	13,474
Articles de Paris	..	..	160
Oilman's stores	..	..	7,086
Total	..	..	616,043

Exports.

Denominations.	Quantity.	Price.	Value.
		$ c.	$
Raw cotton .. .. Piculs ..	2,879	28 0	80,612
Waste silk .. .. ,, ..	12	70 0	840
Tobacco .. .. ,, ..	65	6 0	390
Wax .. .. ,, ..	98	13 0	1,274
Beans .. .. ,, ..	1,010	2 50	2,525
Sharks' fins .. .. ,, ..	22	14 0	308
Curiosities .. .. Boxes ..	57	100 0	5,700
Mats .. .. Packages ..	300	5 0	1,500
Total	..	..	93,149

4. FRENCH.

Imports.

Denominations.	Quantity.	Price.	Value.
		$ c.	$
Woollens .. .. Pieces ..	20	14 0	280
Ivory .. .. Piculs ..	63·50	220 0	13,970
Rifles .. .. Pieces ..	1,700	10 0	17,000
Spirits .. .. Cases ..	607	..	4,100
Camlets .. .. Pieces ..	25	20 0	500
Tin plates .. .. Boxes ..	500	6 0	3,000
Iron wire .. .. Piculs ..	435	4 75	2,066
Iron .. .. ,, ..	2,410	4 50	10,845
Sugar .. .. ,, ..	597	10 0	5,970

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Orleans .. .. Pieces ..	418	7 0	2,926
Cottons .. .. ,, ..	550	5 0	2,750
Spelter .. .. Piculs ..	400	5 0	2,000
Velvets .. .. Pieces ..	283	10 0	2,830
Store goods	..	..	1,650
Medicines	..	..	7,638
Articles de Paris	..	..	2,080
Oilman's stores	..	..	6,831
Total	..	..	86,436

EXPORTS.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Silkworms' eggs .. Cards ..	60,000	1 0	60,000

5. RUSSIAN.

IMPORTS.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Spirits .. .. Cases ..	534	..	3,200
Sugar .. .. Piculs ..	646	10 0	6,460
Cottons .. .. Pieces ..	105	5 0	525
Store goods	..	..	1,506
Medicines	..	..	684
Total	..	..	12,375

EXPORTS.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Raw cotton .. .. Piculs ..	189	28 0	5,292
Seaweed .. .. ,, ..	500	4 50	2,250
Total	..	..	7,542

6. PRUSSIAN.

IMPORTS.

Denomination.	Quantity.	Price.	Value.
		$ c.	$
Lead .. .. Piculs ..	582	6 25	3,637

RECAPITULATION.

Flag.	Imports.	Exports.
	$	$
British	4,621,616	8,740,526
American	103,487	96,267
Dutch	616,043	93,149
French	86,436	60,000
Russian	12,375	7,542
Prussian	3,637	—
Totals	5,443,594	8,997,484

Total amount of Imports and Exports, as per above recapitulation, 14,441,078 Mexican dollars, equivalent, at the rate of 5*s.* per dollar, to 3,610,269*l.* 10*s.* sterling.

Meteorological Observations in the Port of Kanagawa, during the Year 1864.

Table of Meteorological Observations for 1864, by J. C. Hepburn, M.D.

1864.	Thermometer.								Fair Days.	Cloudy Days.	Rainy Days.	Snowy Days.	Inches Rain.	Inches Snow.	Earthquakes.	Direction of Wind.	Monthly Average of Thermometer.	
	7 A.M.		2 P.M.		9 P.M.		Max.	Min.										
	°	′	°	′	°	′	°	°									°	′
January	31	12	43	20	36	0	58	20	18	8	2·	3	0·83	..	1	Northerly	36	50
February	33	58	42	36	38	2	47	20	15	6	5	3	1·92	..	..	Ditto ..	38	12
March	37	44	48	58	43	44	65	25	18	5	6	2	2·01	..	2	Variable ..	43	28
April	53	47	61	50	57	12	71	40	13	5	12	..	9·37	..	..	Ditto ..	57	36
May	59	36	69	11	63	27	77	50	18	4	9	..	4·10	..	2	Southerly .	64	4
June	67	6	73	26	67	12	81	51	14	5	11	..	9·11	..	3	Ditto ..	69	14
July	72	21	81	9	76	58	89	70	16	9	6	..	4·48	..	1	Ditto ..	76	49
August..	76	38	83	42	79	25	89	70	19	3	9	..	5·71	..	..	Ditto ..	79	55
September	69	33	75	0	67	40	86	59	11	4	15	..	17·83	..	1	Variable ..	70	44
October	58	27	68	9	62	11	76	47	24	2	5	..	3·97	..	..	Northerly	62	55
November	45	50	58	32	52	6	69	37	23	2	5	..	4·47	..	1	Ditto ..	52	9
December	40	44	48	23	44	23	68	30	16	8	7	..	7·64	..	3	Ditto ..	44	30
Average ..	53	54	62	54	57	21	..	..	205	61	92	8	71·44	..	14	..	58	2

First frost, November 26. First ice, December 14.

Inclosure 2 in No. 21.

STATEMENT of Exports from, and Imports into, Japan during the year 1864.

	Exports, 1864.	Imports, 1864.
	Dollars.	Dollars.
Kanagawa	8,997,484	5,443,594
Nagasaki	1,739,838	975,435
Hakodadi	414,846	100,000
Total	11,152,168	7,519,029
	£ s. d.	£ s. d.
Equivalent at 5*s.* to	2,788,042 0 0	1,879,757 5 0
Total for 1863	1,667,741 15 0	755,371 15 0
Increase for 1864 ..	1,120,300 5 0	1,124,385 10 0

	Exports, 1863.	Imports, 1863.
	Dollars.	Dollars.
Kanagawa	5,134,184	1,595,170
Nagasaki	1,388,071	1,421,185
Hakodadi	148,712	5,132
Total	6,670,967	3,021,487
	£ s. d.	£ s. d.
Equivalent at 5*s.* to	1,667,741 15 0	755,371 15 0

Inclosure 3 in No. 21.

TRADE ABSTRACT, Japan.

	Total Imports.	Total Exports.	Grand Total.
	£ s. d.	£ s. d.	£ s. d.
1864	1,879,757 5 0	2,788,042 0 0	4,667,799 5 0
1863	755,371 15 0	1,667,741 15 0	2,423,113 10 0
Increase in 1864.	1,124,385 10 0	1,120,300 5 0	2,244,685 15 0

No. 22.

Mr. Winchester to Earl Russell.—(*Received July* 6.)

My Lord, *Yokohama, April* 27, 1865.

SOME weeks ago I received from a large commission house here a file of printed circulars for 1864, containing data for a tabular view of the actual sales of some of the principal articles of import, chiefly manufactures and metals.

These figures are necessarily not coincident with the totals shown in the Consulate Returns, for large classes of goods in which English firms take little interest are left unnoticed, and stock in hand expresses the difference between quantities landed and sold.

It is, however, a satisfactory conclusion, which a comparison of the figures in these different Tables fully supports, that sales kept well up with the arrivals of these important staples.

I have, &c.

(Signed) CHARLES A. WINCHESTER.

Inclosure in 22.

Sales of Imports. Kanagawa, 1864.

TABULAR View, extracted from a Mercantile Circular of a British firm, for 1864.

Denomination.	Whence.	Quantities.	Value.	Total.
			Dols. c.	Dollars.
Camlets	England and Holland.	50,080 pieces	22 0	1,101,760
Spanish stripes	England ..	540 „	20 0	10,800
Long ells..	Ditto ..	960 „	8 0	7,680
Blankets	Ditto ..	2,000 pairs	5 0	10,000
Habit cloth	Ditto ..	300 pieces	50 0	15,000
Camlet cords	Ditto ..	20,500 „	7 0	143,500
Lastings and crape lastings ..	Ditto ..	3,545 „	16 0	56,720
Velvets	Ditto ..	23,760 „	11 0	261,360
Lustres	Ditto ..	17,630 „	10 0	176,300
Grey shirtings	Ditto ..	77,750 „	5 0	388,750
White do.	Ditto ..	10,850 „	5 0	54,250
T-Cloths	Ditto ..	2,960 „	3 50	10,360
Brocades, white and dyed ..	Ditto ..	9,000 „	5 0	45,000
Chintzes	Ditto ..	41,250 „	3 0	123,750
Turkey reds	Ditto ..	16,050 „	4 0	64,200
Cotton yarn	Ditto ..	3,360 piculs	80 0	268,800
Tafachelas	England and Holland.	15,900 pieces	4 50	71,550
Handkerchiefs	England ..	2,000 dozens	1 0	2,000
Total	..	..	..	2,611,780
Metals—				
Lead	..	32,330 piculs	6 50	210,145
Tin	..	950 „	25 0	23,750
Tin plates	..	9,700 boxes	7 50	72,750
Spelter	..	2,550 piculs	6 0	15,300
Iron, nail rod	..	42,700 „	4 0	170,800
Total	..	..	..	492,745
Sugar	China ..	5,600 piculs	8 0	44,800
Rhubarb	Ditto ..	320 „	20 0	6,400
Ivory	..	140 „	150 0	21,000
Total	..	..	..	72,200

	Dollars.
Manufactures	2,611,780
Metals	492,745
Miscellaneous	72,200
	3,176,725

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

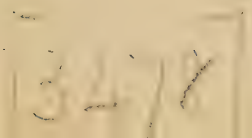
HER MAJESTY'S CONSULS

BETWEEN

JULY 1ST, AND DECEMBER 31ST, 1864.

Presented by Command of Her Majesty to both Houses of Parliament,
1865.

LONDON:
PRINTED BY HARRISON AND SONS.
1865.



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COMMERCIAL REPORTS

RECEIVED AT

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FROM

HER MAJESTY'S CONSULS

BETWEEN

JULY 1ST AND DECEMBER 31ST, 1864.

AUSTRIA.

RAGUSA.

Report by Mr. Consul Paton on the Trade of Ragusa, for the Year 1863.

Having in former Reports gone over the leading features of the trade of Ragusa, subsequent novelty of view becomes more difficult to present. The incidents since last year's Report have been the following:—

A bad harvest of every description characterised 1863, that of olives, which is the staple product, not having amounted to half the average. The quality of oil has been also bad.

In consequence of the Danish war, there has been a complaint of dulness in the carrying trade by the shipowners of "long course." The actual proportion of risk to the Austrian flag may have been very small but the uncertainty has operated unfavourably on freights in the Mediterranean and elsewhere.

A considerable amount of choice cotton seed has been distributed by the Austrian Government to the proprietors here, and many experiments have been made, but there has been as yet no time to form an opinion on the issue. I may, however, state that the Vale of the Norrento is expected, with probability, to be highly productive of this valuable plant.

The cattle murrain, which was last year such a scourge to the husbandman, appears to have ceased on this side of the Adriatic before the close of 1863.

I begin to think that there are grounds for anticipating at no distant date the opening of a direct trade between Great Britain and this coast. The Porte appears to be at length in earnest as to the road to Trebique, in continuation of the one from this to the Turco-Austrian frontier.

Trebique lies in the centre of a most fertile plain; and is, so to speak, the emporium of the lately insurgent districts, which now enjoy a relative tranquillity, the chief desideratum being the complete suppression of the non-political brigandage, which shows itself occasionally by murder and robbery, chiefly in the defile of the Dagu, between Gatzko and Niksich. The more important line of road from Metcovich on the lower Narenta to Serajera, *viâ* Masteer, is now in progress. The same may be said of the road over the Prolog from Sperlato to Sinno. The Austrian part has been many years in operation, and the Turkish part is fully expected to be ready in 1865.

A British trading company is about to commence with a large capital for the purpose of mercantile operations in Hungary, Croatia, and the neighbouring countries Austria has, therefore, in her own interest to free Dalmatia of all customs' duties, and to have a tariff in the central area of the empire constructed with a view to revenue and a simultaneous elevation of the prosperity of Dalmatia, Bosnia, and the Herzegovina, is the inevitable result. To construct the great Bosnaic-Dalmatian Railway first, and to leave the other reforms to the future, would be putting the cart before the horse.

What are the arguments brought forward against such reforms? That the finances of the empire cannot afford the boon, and that Trieste would lose a valuable branch of trade if the merchants of Bosnia, instead of supplying themselves there, were, as at present, to take English manufactures at Ragusa or Metconich, if Dalmatia were to become the sphere of a warehousing system.

Now, the Free-traders do not ask Austria to make Dalmatia free of customs' duties, except simultaneously with those restrictions of the customs' tariff which would quadruple the general customs' revenue of the empire. At least, the most southerly portion of Dalmatia ought to be unburthened, as there are clearly both economical and geographical reasons for Austria having an emporium as far down the Adriatic as possible. If the Dalmatian ports are to prosper, it will be in consequence of the Free-trade era in the Austrian empire; and in that case Trieste will have prosperity enough as the port of Austrian Germany, without trenching on the proper area of Spulato, Meteovich, or Gravosa.

It cannot be said that Trieste is at present so prosperous as to risk declining from a satisfactory position. On the contrary, it is notorious that both the mercantile gains of Trieste and the customs' revenue of the empire are so stationary compared to the prodigious increase of the prosperity of Marseilles, and of the customs revenue of France, as to have called forth a pamphlet of Signor Pasquale Revoltella, who stands in the first rank of Trieste merchants, which has been the subject of a special lucubration of the Chamber of Commerce of Ragusa, characterised by its accustomed ability. But I prefer going to the pamphlet itself, the title of which is "The Participation of Austria in the Commerce of the World" (La Com Pertecipazione del Austria al Commercio Monetiale.)

In spite of the opening of the Vienna-Trieste Railway, "our commerce" (so writes Signor Rivoltella), for various reasons, did not exercise a decisive influence on the promotion of native production, and the necessary increase of the national riches. The foreign trade of the Monarchy has a character of indigence which the most fervid patriotism cannot deny. The small amount of foreign imports into Austria is proved by the customs' revenue, which from 1852 to 1862 amounted to from 1,400,000*l.* to 1,600,000*l.* sterling annually, remaining in that long space of time almost stationary."

He complains, with good reason, that the result of the small importation is that Austrian products and manufactures are not exported

in masses sufficient to secure Austrian participation in the commerce of the world. He touches somewhat allusively and timidly on the necessity of getting quit of the agio on silver, but he might have said more on this insignificance of the customs' revenue as the great chronic disease of the Monarchy, and on tariff adjusted to revenue, as the most effectual of all remedies, as proved by the irresistible logic of the revenues of the States that have low tariffs.

With so small a seaboard as Austria has, compared with France and England; with the great difficulty attending the general extension of the new methods of locomotion in Alpine regions; with the remoteness of so large a portion of the empire from any coast whatsoever; and from the consequent tendency of so large a portion of the population to consume indigenous products, it would be wrong to expect a contribution per head of the population to customs' duties at all approaching a British standard; but at merely two florins silver, or 4*s.* a head, which is about a quarter of the British average, the revenue on 36 millions gives 7,200,000*l.* sterling per annum. Allowing 1,700,000*l.* sterling at the very outside to stand for the annual average of customs' duties now received, there would remain, without any extravagance of estimate or hallucination as to the producing capacity of the empire, an annual surplus of five-and-a-half millions sterling.

If we suppose this annual sum to accumulate for a few years at the usual rate of interest, in a country where 5 per cent. stocks do not stand above 70, the results are startling; for silver florins are at a premium of form 10 to 30 per cent.; that is to say one hundred florins silver can purchase, say, 115 florins paper money; and as a 5 per cent. 100 florin coupon can be had for 70, it follows that nine-fourteenths, or about two-thirds of a second coupon, can be purchased with the remainder.

The inexplicable and unaccountable delusion that prohibitive or high duties are favourable to manufactures, was dominant in this country down to about the year 1845, when the late Prince Metternich and Baron Kübeck began their ineffectual efforts against protectionist prejudices, in order to avoid the enormous annual loss which the State suffered from the small customs' revenue. Allowing five years for the period of transition, including the anarchy years 1848–9, this annual sum of 5½ millions sterling would (if Austria had reformed her tariff), between 1851 and 1864, have risen to above 1,500,000,000 paper florins, by accumulation at compound interest representing an annual alleviation of 75,000.000 florins of the present annual Budget; and if to the interest of this accumulation we add the 5,500,000 of the year, or say, 66,000,000 paper florins, we arrive, without any extravagance of estimate, at an annual loss of 135,000,000 paper florins, or nearly 12,000,000 sterling, at the end of fourteen years, starting from 1850.

If it be objected to this mode of calculation that bank-notes or state stocks could not have been purchaseable at so low prices, had there been a large customs' revenue precluding the deficits that actually did occur in the Budgets since 1850. To this it may be answered that a more than countervailing make-weight is to be discovered in the very onerous terms on which Austria had to enter the money market.

What political effect such a timely financial reform would have had on the cohesion of the empire and its foreign relations, is a vast chapter beyond the sphere of a commercial report.

I will not enter into that part of Signor Revaltellas' studies which treat in detail the project of direct relations between Trieste and the tropical countries which produce colonials. I may remark that Dalmatia, although not quite hot enough to produce tea, coffee, and sugar (for

instance, our palms give no dates), is, in spite of its poverty, a fair market for colonial articles; because the large seafaring population has an inclination for colonials not to be found in the bacon and brandy-consuming peasantry of the interior of the monarchy.

Signor Revaltella takes notice of the rising port of Alncona being the seat of a society, entitled significantly the *Adriatic-Oriental*, which makes a notable competition with the Austrian Lloyd, on the line between Alexandria and Trieste, which takes its freights in the latter port, as the commercial relations between Egypt and Italy are still scanty. Speaking of Turkey generally, he says, "With Turkey, it is true, we cultivate a tolerably important trade, but its most flourishing period is past, especially since the intermediate trade has succumbed, in consequence of the active direct relations between Europe and the Levant, owing to the abolition of the English corn laws."

Signor Revaltella also adduces the Crimean war as one of the causes of a commercial current that has gone far out of the direction of the old Austrian corn transit by the Danube and the Save, and he confesses, not without some disappointment, that although Austria, by her Lloyd's Company, first introduced steam navigation to the Levant, yet that, at the present time, British and French manufacturers cut out the Austrian in the scales of the Levant.

It appears to me that it is by Dalmatia becoming a coast of free ports, and by the simultaneous action of the Porte and of Austria in opening up the Bosniar-Herzegovinian lines abutting on those splendid ports of Dalmatia, that Austria would find her readiest compensation. When Signor Revaltella speaks of the participation of Austria in the commerce of the world, he clearly alludes to Trieste, which is connected with the capital by a railway, not projected merely, but actually finished. But with reference to the agricultural exports from Hungary, and the imports of colonials and manufactures into that valuable kingdom, I certainly place Gravosa above either Vienne or Trieste, if it had a railway connection with the Save, subserving at the same time the purpose of disinterring the hidden treasures of Bosnia and the Herzegovina.

The existence of large markets, both for export and import, at Serajevo and Mostero, is a sufficient ground for the consideration of the railway line of the Bosnia and the Narenta; but there is another line worthy of consideration, and that is the Drina, the mouth of which in the Save is close to the corn production of the Bunut. This latter line, cutting Hungary in two, and continuing in almost a straight line from Fünfkirchen and Essek, would cross the Save, and, entering Turkey, would skirt both Bosnia, with pastures, forests, and minerals, and Servia, with its hides, bristles, salt pork, timber, and other productions, which, with railway communication, would make the ports to the east of the Adriatic rival those of Russia. This line would ascend by Zwornik, Vischegrad, and Fotscha, to a point not remote from Ragusa, with Yatzho and Trebique between them; and, with every respect for the patriotism of the Spulatines, it is Gravosa, with its splendidly forked and land-locked anchorage, and not Spulato, that appears, as far as I can see, to be marked out by nature as the commercial gate of the north-west corner of Turkey in Europe and of Southern Hungary.

The following are the values in florins (silver) of imports into, and exports from, Gravosa and Ragusa, during the quinquennium 1859–1863, (ten of such florins making one pound sterling British money), reduced to British money :—

Ragusa and Gravosa.

Years.	Imports.	Exports.
	£ s. d.	£ s. d.
1859	42,415 8 0	6,623 10 0
1860	34,578 10 0	4,638 2 0
1861	33,270 2 0	3,725 2 0
1862	69,872 2 0	9,828 8 0
1863	76,704 4 0	6,785 2 0

The imports of the last year, divided between the two ports, have been as follows in florins (silver) :—

Countries.	Imports from.	Exports to.
	Florins.	Florins.
Great Britain	80,925	..
Ionian Islands	310	103
Kingdom of Naples ..	3,026	6,972
Turkey	151,775	12,059
Greece	200	390
Papal States	60	360
Total florins.. ..	236,296	19,884
Total £ sterling ..	23,629*l.* 12*s.*	1,988*l.* 8*s.*

The imports from England, amounting to 8,092*l.* sterling, were all for coal, with the exception of 37*l.* 10*s.* worth of linen and cotton cloths and earthenware. Exports to England were *nil.* The trade of Gravosa with the Ionian Islands, Greece, and the Papal States, is insignificant, the principal item being the export of 300 florins worth of cordage to Greece. The trade of this barren coast with the two countries of agricultural production in front and behind (Naples and Turkey) is more considerable, as is usually the case.

Port of Gravosa.

Imports from, and Exports to, Kingdom of Naples.

Imports.

	Florins.		Florins.
Beans	1,400	Wheat	162
Barley	630	Sundries	289
Wine	260		
Brandy	180	Total florins ..	3,026
Vegetables	104		

Total sterling, 302*l.* 12*s.*

Exports.

	Florins.
Wheat	5,850
Barley	786
Sundries	336
Total florins	6,972

Total sterling, 697*l.* 4*s.*

Imports from, and Exports to, Turkey.

Imports.

	Florins.		Florins.
Silver coin	35,200	Semola	4,540
Gold ditto	8,220	Flour	42,600
Woollen cloths ..	4,400	Sundries	1,685
Barley	12,900		
Wheat	35,370	Total florins ..	151,775
Indian corn	6,860		

Total sterling, 15,177*l.* 10*s.*

EXPORTS.

	Florins.		Florins.
Woollen cloths ..	800	Art manufactures ..	420
Gold coin	5,735	Stearine candles ..	800
Nails	646	Salt meat	493
Linen cloths . ..	200	Sundries	2,677
Rice	100		
Blankets	708	Total florins ..	12,059

In British money, 1,205*l.* 18*s.*

PORT OF RAGUSA.

GROSS VALUE of Imports and Exports.

Countries.	Imports from.	Exports to.
	Florins.	Florins.
Turkey	467,364	24,798
Naples	42,203	17,391
Papal States	12,871	900
Ionian Islands	795	..
Greece	..	4,878
Tuscany	7,243	..
Total florins . ..	530,746	47,967
Total £ sterling ..	53,074*l.* 12*s.*	4,796*l.* 14*s.*

IMPORTS from, and Exports to, Papal States.

IMPORTS.

	Florins.		Florins.
Earthenware	2,060	Tiles and bricks ..	360
Linen cloths . ..	1,640	Anchovies	840
Biscuits	1,580	Cordage	740
Rice	1,610	Straw plait	300
Onions	1,200	Sundries	1,019
Cod fish	610		
Macaroni	912	Total florins ..	12,871

In British money, 1,287*l.* 2*s.*

EXPORTS.

	Florins.
Wool	765
Cakes	135
Total florins	900

In British money, 90*l.*

IMPORTS from, and Exports to, Turkey.

IMPORTS.

	Florins.		Florins.
Oats	3,192	Seeds	33,600
Barley	103,455	Oil, olive	4,020
Wheat	23,210	Coin	150,000
Beans	4,985	Soap	2,230
Indian corn	20,340	Moldo-Wallachian grain	58,496
Rice	10,295	Sundries	1,959
Semola	12,966		
Flour	138,616	Total florins ..	467,364

In British money, 46,736*l.* 8*s.*

EXPORTS.

	Florins.		Florins.
Barley	900	Iron	2,390
Figs	1,490	Ironmongery ..	300
Salt meat	3,660	Woollen cloths ..	3,400
Brandy	3,204	Sundries	1,066
Wine	1,668		
Chemicals for food ..	6,720	Total florins ..	24,798

In British money, 2,479*l.* 16*s.*

Imports from Ionian Islands, and Exports to Greece.

Imports.

	Florins.
Coffee	35
Indian corn	760
Total	795

In British money, 79*l.* 10*s.*

Exports.

	Florins.		Florins.
Furniture	4,242	Sundries	60
Refined Sugar . ..	378		
Colours	120	Total	4,878
Wine	78		

British money, 487*l.* 16*s.*

Imports from, and Exports to, Naples.

Imports.

	Florins.		Florins.
Earthenware	2,200	Onions	4,604
Lemons and oranges ..	2,900	Potatoes	4,254
Apples	3,180	Wine	1,251
Wheat	1,968	Brandy	2,676
Indian corn	640	Flour	2,946
Oats	720	Linen cloth	888
Barley	3,630	Biscuit	4,626
French beans . ..	700	Sundries	2,114
Beans	2,404		
Vegetables	500	Total florins ..	42,203

In British money, 4,220*l.* 6*s.*

Exports.

	Florins.		Florins.
Indian corn	5,032	Sundries	515
Wheat	10,176		
Oil	1,200	Total florins ..	17,391
Anchovies	468		

In British money, 1,739*l.* 2*s.*

Imports from Tuscany.

	Florins.		Florins.
Alabaster	100	Malaga wine	300
Raisins	240	Skins	840
Marble	720	Macaroni	360
Cotton cloths . ..	600	Grain	600
Olive oil	1,800		
Bricks and tiles ..	300	Total in florins ..	7,243
Objects of art ..	1,000		

In British money, 724*l.* 6*s.*

Exports.—Nil.

Exports to the Ionian Islands and imports from Greece were *nil* in 1863. British Imports and exports also *nil* at the port of Ragusa :—

British and Foreign Shipping at the port of Gravosa.

Entered.

Nationality of Vessel.	With cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	4	563	1	18	5	581
Ionian	3	59	3	66	6	125
Neapolitan	18	449	7	118	25	567
Turkish	2	36	9	270	11	306
Russian	..	..	..	..	..	..
French	1	162	..	..	1	162
Mecklenburgh	1	426	..	..	1	426
Total	29	1,695	20	472	49	2,167

CLEARED.

British	...	..	5	581	5	581
Ionian	3	59	3	66	6	125
Neapolitan	18	390	9	239	27	629
Turkish	1	18	9	546	10	564
Russian	..	..	1	90	1	90
French	..	..	1	162	1	162
Mecklenburgh	..	..	1	426	1	426
Total	22	467	29	2,110	51	2,577

FOREIGN Steamers on Turkish Government Account.

ENTERED.

Nationality of Vessels.	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Flags not given	4	1,527	7	3,367	11	4,894

CLEARED.

Flags not given	1	275	10	4,619	11	4,894

Grand total.—Entered, 60 vessels, of 7,061 tons ; Cleared, 62 vessels, of 7,471 tons.

BRITISH and Foreign Shipping at the port of Ragusa.

ENTERED.

Nationality of Vessels.	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Ionian	8	152	6	113	14	265
Neapolitan	86	1,433	16	310	102	1,743
Turkish	21	1,347	3	41	24	1,388
Greek	8	1,159	..	..	8	1,159
Papal States	10	578	..	..	10	578
Wallachian	1	144	..	..	1	144
Total	134	4,813	25	464	159	5,277

CLEARED.

Ionian	1	13	13	252	14	265
Neapolitan	17	329	89	1,520	106	1,849
Turkish	5	82	17	1,268	22	1,350
Greek	1	39	6	988	7	1,027
Papal States	3	155	7	423	10	578
Wallachian	..	..	1	144	1	144
Total	27	618	133	4,595	160	5,213

FOREIGN Steamers on Turkish Account.

ENTERED.

Turkish	4	1,617	..	..	4	1,617

CLEARED.

Turkish	..	..	4	1,617	4	1,617

Grand Total—Entered, 163 vessels of 6,874 tons ; Cleared, 164 vessels of 6,880 tons.

BRITISH and Foreign Shipping entering the Port of Ragusa, in 1859, 1860, 1861, 1862, and 1863.

Year.	1859.		1860.		1861.		1862.		1863.	
Flag.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	..	..	2	156	1	70	1	274	..	..
Ionian	72	1,262	34	571	21	441	8	178	14	265
Neapolitan ..	58	1,164	53	1,258	49	969	80	6,542	102	1,743
Roman	17	943	9	503	6	268	10	626	10	578
Greek	3	107	8	671	8	647	8	610	8	1,159
Turkish	35	545	15	995	8	2,542	7	483	24	1,388
Belgium	..	..	1	94	..	..	..	..	..	..
Sardinian	..	..	..	..	1	192	..	..	..	..
Hanseatic	1	148	..	..	..	..	..	..	..	..
Wallachian ..	..	..	..	..	..	..	..	..	1	144
Total ..	186	4,169	122	4,248	94	5,129	114	3,713	159	5,277

BRITISH and Foreign Shipping entering the Port of Gravosa in 1859, 1860, 1861, 1862, and 1863.

Year.	1859.		1860.		1861.		1862.		1863.	
Flag.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	2	694	5	1,241	7	1,797	7	1,169	5	581
Ionian	8	151	3	43	5	203	13	298	6	125
Neapolitan ..	7	774	6	212	5	174	22	631	25	567
Roman	7	402	4	232	2	118	1	48	..	..
Greek	6	848	4	432	5	191	9	1,026	..	..
Turkish	5	228	5	921	10	2,772	8	649	11	306
Russian	..	..	..	..	1	281	2	338	..	..
French	..	..	..	..	..	..	..	..	1	162
Mecklenburgh ..	..	..	..	..	..	..	..	..	1	426
Total ..	35	3,098	27	3,081	35	5,536	62	4,159	49	2,167

Ragusa, July 30, 1864.

VENICE.

Report by Mr. Consul-General Perry on the Trade of Venice, for the Year 1863.

Shipping and Navigation.

The following Tables show a decrease in the number of vessels and tonnage arrived at this port during the year, compared with 1862, of 5 vessels and 2,397 tons under British flag; 76 vessels and 19,706 tons under all flags (exclusive of coasting trade); 14 vessels and 950 tons in the coasting trade, comprising the Austrian Lloyd's steamers plying between this port and that of Trieste, and the coasting vessels belonging to the Italian ports in the Adriatic, formerly forming part of the Pontifical States.

BRITISH SHIPPING.

Years.	Screw Steamers.				Sailing Vessels.			Total.			
	Vessels.	Tonnage.	Crews	Horse-Power.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews	Horse-Power.
1859	19	14,053	625	3,237	49	10,338	357	68	24,390	982	3,237
1860	22	19,014	817	4,639	42	9,014	396	64	28,028	1,210	4,639
1861	32	24,863	856	5,303	24	5,052	229	56	20,915	1,085	5,303
1862	40	38,860	1,570	7,724	36	8,479	370	76	47,339	1,940	7,724
1863	41	36,836	1,691	7,040	30	8,106	311	71	44,932	1,802	7,040

Of the thirty sailing-vessels, eight were laden with cured fish from Yarmouth and Cornwall, one with grain from the Black Sea, and twenty-one with coals from Sunderland and Shields.

FOREIGN SHIPPING, including British Flag.

	Vessels.	Tons.	Crews.
1859	688	154,790	7,056
1860	615	138,673	6,492
1861	548	117,346	5,138
1862	569	140,357	6,272
1863	493	120,651	5,602

COASTING TRADE.

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1859	3,869	361,406	3,769	353,028
1860	3,619	296,022	3,622	297,879
1861	3,223	254,720	3,156	250,337
1862	2,813	193,290	2,793	193,738
1863	2,799	192,339	2,701	169,409

Trade and Commerce.

The annexed Trade Return, published by the Chamber of Commerce, compared with that of 1862, shows a deficit in amount of importations of 501,297*l.*, and an excess of 30,041*l.* in exportations. The articles imported which show the greatest falling off are oils, cereals, and colonials; and the excess in exports has been caused by the large shipments of grain to Illyria, Croatia, and Dalmatia, in consequence of deficient harvests in those countries and in Hungary.

MARKET VALUE of Merchandize imported and exported at the Port of Venice, in the Years 1863 and 1862, as follows:—

IMPORTS.

Description of Merchandize.	1863.	1862.	1863.	
			Plus.	Minus.
	£	£	£	£
Animals for slaughter, meat, &c.	49,686	38,550	11,136	—
Cheese	7,629	14,721	...	7,092
Hides and skins	70,231	39,459	30,772	—
Cattle bones and hoofs	2,833	1,487	1,375	—
Wax	24,894	27,461	...	2,567
Fish, cured and fresh	81,149	86,814	...	5,665
Oils	447,999	555,443	...	107,443
Soap	15,116	17,562	...	2,446
Cereals	153,335	367,644	...	214,308
Oleaginous seeds	29,598	38,823	...	9,226
Colonials and drugs	405,876	584,010	...	178,133
Wine and spirits	300,771	268,059	32,712	—
Fruit, fresh and dried	125,228	98,064	27,164	—
Medicinals	32,593	71,072	...	38,478
Colours, dye-woods, &c.	18,022	23,752	..	5,729
Silk-worms' eggs	5,000	84,600	...	79,600
Silk, raw, waste, and cocoons	60,135	69,926	...	9,790
Wool	53,235	60,799	...	7,563
Hemp	2,744	4,204	...	1,460
Cotton	70,245	43,855	26,390	—
Other weaving materials	689	123	566	—
Textiles and twists	228,164	231,578	...	3,413
Paper, books, and prints	5,840	8,248	...	2,408
Glass beads and glass	26,698	23,873	2,825	—
Hardware, earthenware, and jewellery	39,192	47,144	...	7,952
Metals, raw and manufactured	95,393	131,062	...	35,669
Coals and other fuel	142,127	154,237	...	12,109
Rough timber	7,859	4,302	3,557	—
Wood-work	5,080	5,442	...	362
Tobacco	70,973	5,889	65,084	—
Salt	2,644	2,336	308	—
Bricks, stone, mortar, and earth	89,424	121,398	..	31,973
Sundries	164,278	104,073	60,203	—
Total	2,834,697	3,335,994	...	501,297

EXPORTS.

Description of Merchandize.	1863.	1862.	1863.	
			Plus.	Minus.
	£	£	£	£
Animals for slaughter, meat, &c.	2,270	10,794	...	8,524
Cheese	11,115	12,524	...	1,409
Hides and skins	26,855	20,959	5,896	—
Cattle bones and hoofs	3,746	4,887	...	1,140
Wax	16,873	18,507	...	1,634
Fish, cured and fresh	20,620	15,042	5,577	—
Oils	4,079	4,420	...	340
Soap	2,019	2,457	...	437
Cereals	262,883	198,239	64,643	—
Oleaginous seeds	3,685	8,057	...	4,371
Colonials and drugs	9,603	7,934	1,668	—
Wine and spirits	9,420	8,062	1,357	—
Fruit, fresh and dried	9,921	8,305	1,615	—
Medicinals	8,459	12,799	...	4,340
Colours, dye-woods, &c.	22,679	22,626	53	—

Description of Merchandize.	1863.	1862.	1863.	
			Plus.	Minus.
	£	£	£	£
Silk-worms' eggs	...	[3,300	...	3,300
Silk, raw, waste, and cocoons	2,653	1,949	704	—
Wool	3,315	8,703	...	5,387
Hemp	240,286	250,566	...	10,280
Cotton	81	84	...	3
Other weaving materials	10,473	11,557	...	1,084
Textiles and twists	148,422	124,430	23,991	—
Paper, books, and prints	49,061	49,031	30	—
Glass beads and glass	157,256	196,422	...	39,186
Hardware, earthenware, and jewellery	15,561	15,904	...	343
Metals, raw and manufactured	35,184	51,726	...	16,541
Coals and other fuel	7,463	4,814	2,649	—
Rough timber	135,625	108,009	27,616	—
Wood work	6,320	5,291	1,029	—
Tobacco	5,860	5,285	574	—
Salt	1,642	2,529	...	887
Bricks, stone, mortar, and earth	10,050	10,600	...	549
Sundries	81,073	88,677	...	7,604
Total	1,324,564	1,294,522	30,041	...

Direct Trade with the United Kingdom.

RETURN of the Market Value of the Import and Export Trade with Great Britain at the Port of Venice during the Year 1863, compared with 1862.

IMPORTS.

Description of Merchandize.	1863.	1862.	1863.	
			Plus.	Minus.
	£	£	£	£
Oak timber and Walnut planks	26	...	26	—
Coffee and cocoa	9,102	7,572	1,530	—
Wax	330	...	330	—
Cotton	21,690	22,309	...	619
Drugs	170	27	143	—
Metals	23,851	36,457	...	12,606
Cheese	...	4	...	4
Pitch, tar, and resin	2,723	496	2,227	—
Coals	54,435	70,466	...	16,031
Wool	257	...	257	—
Red herrings and pilchards	17,816	23,482	...	5,666
Hides and skins	8,915	2,733	6,182	...
Hardware and earthenware	16,159	25,318	...	9,159
Sugar	1,089	518	571	—
Manufactures and twists	58,406	56,142	2,264	—
Glass and crystal	816	659	157	—
Wine and spirits	1,179	3,062	...	1,883
Sundries	46,068	20,848	25,220	—
Cotton-seed and linseed oil	19,540	...	19,540	—
Total	282,572	270,093	12,479	—

EXPORTS.

Description of Merchandize.	1833.	1862.	1863.	
			Plus.	Minus.
	£	£	£	£
Oak timber and walnut planks	2,501	3,835	...	1,334
Cereals	63,275	49,707	13,568	—
Rice	176	...	176	—
Hemp	190,758	222,094	...	31,336
Metals	...	29	...	29
Fruit	274	...	274	—
Colours and colouring materials	..	2,878	...	2,878
Wool	1,351	3,362	...	2,811
Paper	...	8	...	8
Hides and skins	2,172	510	1,662	—
Hardware and earthenware	...	140	...	140
Manufactures and twists	1,170	725	445	—
Glass beads	91,567	136,044	...	44,477
Glass and crystal	1,174	44	1,130	—
Tanning materials	2,447	2,088	359	—
Cattle bones	3,710	4,851	...	1,141
Sundries	7,224	21,183	...	13,959
Total	367,799	447,498	...	79,699

The total amount of imports from Great Britain shows an increase on last year of 12,479*l.*, in consequence of the importation of cotton seed oil, found useful in mixing with high-priced olive oil. The diminution in metals, coals, fish, salt, hardware, and earthenware, is considerable, and far exceeds the increase in manufactures, hides, pitch, tar, and resin. The quantity of salted fish imported did not exceed 13,755 barrels red herrings, 1,551 hogsheads pilchards in pickle, and of coals 28,000 tons.

The greatly diminished shipments of hemp and glass beads during the year reduce the value of general exports very considerably, and leave a deficit compared with 1862 of 79,699*l.*, notwithstanding an excess of 13,568*l.* in value of corn and grain shipments, made chiefly on consignment induced by the low rate of freights per steamers.

The quantity shipped altogether consisted of:—

40,602	quarters	Maize
2,657	„	Barley
2,857	„	Rye.

Average prices of corn and grain during the year were:—

	s.	d.		s.	d.		
Wheat	31	6	to	46	9	per quarter	f. o. b.
Maize	20	8	to	30	9	„	„
Rye	25	0	to	30	3	„	„
Barley	19	7	to	24	0	„	„
Oats	15	2	to	20	1	„	„

Monthly Average rates of Exchange for Bills on London at usance of three months' date.

	Aus. florins.			Aus. florins.	
January	10	10½	July	10	7½
February	10	10	August	10	9
March	10	9	September	10	5
April	10	9	October	10	1
May	10	9	November	9	97
June	19	7	December	10	0

Weights and Measures.—No change since my last Report.

Agriculture.

Wheat.—The harvest in the Venice provinces of 1863 was abundant and of finer quality than for several years. With the surplus that

remained unsold of the preceding crop, there was a much larger quantity of wheat in the country than required for the consumption. Nevertheless, as in 1862, prices were sustained by the agriculturists and by speculators at rates which could not be paid for any foreign market, and no exports could be made from Venice. Some sales were reported to have been made in the provinces for Lombardy, where the wheat crops were deficient. It may be expected that the stocks will again be considerable at the period of the next harvest.

Maize.—The provincial crops were again very deficient from the effects of drought, and extensive importations were in consequence made from the Danube and Black Sea, a portion of which was shipped at low freights by the steamers for London and Liverpool.

Vintage.—The beneficial effect of the use of sulphur as a preventative of the vine disease was again manifest in the result of the vintage, which was more productive than that of 1862, and the prospects for 1864 are yet more favourable.

Hemp.—The hemp crops in the Roman States were not less abundant in 1863 than in 1862, and of superior quality. The agriculturists, encouraged by the greatly increased consumption of this produce, as well in Italy as in foreign markets, demanded high prices, which the merchants for some time refused to give, but were eventually obliged to pay, and the market continued very firm throughout the year. The bulk of the crop was speedily sold. For the new crop of 1864 a greater breadth of land has been sown.

Silk.—Notwithstanding the anxious endeavours of the cultivators of this article to augment and improve their productions, and the very large importations of silkworms' eggs made by them in the last three years with that view from various countries in the East, their efforts were not attended with success. The sickness, owing to the unfavourable weather and other causes, prevailed to a great extent, and the quantity of cocoons produced in 1863 was only about two-fifths of an average production. The medium price of the cocoons was equal to 1*s.* 6*d.* per lb. English. The yield was 12lbs. of raw silk for 100lbs. of cocoons, and the prices of raw silk ranged during the year from 21*s.* 6*d.* to 24*s.* 6*d.* per lb. English, according to the greater or less demand. The whole of the production was, however, sold.

Silk Knubs and Husks.—The price opened at 3*s.* 9*d.* per lb. English, but soon advanced to 5*s.* per lb., in consequence of an eager and extensive demand.

Mines in the Venetian States.

General stagnation has weighed upon all commercial and industrial operations in this province during the past and present year. The mining interests have been equally affected with others.

Valdagno lignite produced 6,641 tons.

The only novelty has been the erection of two establishments producing petroleum from the bituminous schists which abound about Vicenza. One establishment is erected in Vicenza by a Vicentine company, and the other at Valdagno, by a Veronese company, actually at the mouth of the mine.

The process adopted by the latter company is a French one, invented by a Monsieur Martin, and by him sold to the London house of Martin and Cassel, who have patented their rights and sold this Veronese company their patent for this province, sending their own engineer, Mr. Symonds, to direct the erection of the buildings, &c. These establishments have as yet only produced the crude oil, but expect in a short time to have the refining operation in full activity, This new product will give some animation to the sale of schists, a substance hitherto little sought

after. The use of petroleum is becoming general, being imported here from England, France, and parts of Germany.

The silver and copper (Fahlerz) mine of Avanza, in Carnia, province of Udine, is in a forward state, the plant being nearly set up. Silver and copper have been produced, the latter of a fine quality, equal to Agordo; the former speaks for itself.

The quicksilver mine of Vallalta, near Agordo, province of Belluno, produced in the past year 17,696 kilos of mercury, and gives promise of becoming richer with the increasing depth of the excavations.

Chamber of Commerce.—The anxious and unremitting exertions of the Chamber of Commerce to alleviate and counteract the effects of those unfavourable circumstances which have prostrated the trade of Venice, are deserving of the highest encomium. Permanent committees, formed of its most active and intelligent members, have been established for the purpose of compiling and publishing authentic statistical reports of the trade and industry of the port, studying and suggesting measures for their improvement and development, of watching over and hastening improvements in the means of transport by new lines of railroad, communicating as well with Germany as with Central Italy; as also of studying and suggesting to the Chamber for recommendation to the Government those measures which they may find best calculated to restore to Venice its trade and prosperity.

A modification of the Custom Tarif, and the transformation of the income-tax and of the tax paid by every trader (high or low) to the Chamber of Commerce, under the denomination of "Arti e Commercio" (arts and commerce) into one fixed tax, are among the most beneficial of the contemplated measures.

Canal of Suez.—The opening of the Canal of Suez is looked forward to by many with eager and sanguine hope as an event which is to enrich the Ports of Austria, and restore Venice to her former celebrity as a commercial port; but those who entertain such hopes greatly exaggerate the advantages to be derived by this country from the Canal of Suez. They forget that Venice cannot again be, as in former times, the sole continental emporium for the produce of the East; that the same advantages possessed by her will be shared not only by Trieste but the other ports of Italy and the Mediterranean, as well as by all the ports of Europe, and that Venice and Trieste can only become marts for those territories of which they are natural ports, and which can draw from them their supplies with greater convenience and economy than from the other ports of Italy or Germany.

The legitimate trade of Venice will, in the present state of things, naturally be restricted to her own provinces, the Tyrol and lower Germany, and, under existing circumstances, the surest means of improving the trade of Venice and Trieste are a reduction of the commercial and industrial taxes, a more moderate Custom Tarif, and, if practicable, a Commercial Treaty with Italy.

General Observations.—The Report published by the Chamber of Commerce of the total amount of the trade of the Free Port of Venice, by sea and land, in 1863, shows a decrease, compared with that of 1862, of 404,190*l.* 12*s.* 0*d.* in the imports, and of 348,263*l.* 10*s.* 0*d.* in the exports, together 752,754*l.* 2*s.* 0*d.* sterling, and compared with 1861, of 1,084,167*l.* 14*s.* 0*d.* in the imports, and 1,044,357*l.* 14*s.* 0*d.* in the exports, together 2,128,525*l.* 8*s.* 0*d.* sterling, and with 1860 the still larger decrease of 1,938,717*l.* 14*s.* 0*d.* in the imports, and 2,772,465*l.* 10*s.* 0*d.* in the exports, together 4,711,183*l.* 4*s.* 0*d.* sterling.

This decline is observable in almost all the leading articles of the trade; the principal exceptions are hemp, cotton, yarns, weft, manufactures,

and timber, of which the increased amount of trade may be attributed, as regards the first four items, rather to the enhanced value of the articles than to any greater quantity of merchandize, and as regards timber, to the supplies which have been furnished for the construction of the railroads in the neighbouring Italian provinces.

It is obvious that the primary and principal cause of the progressive and lamentable decline in the trade of this port has been the almost total loss of its commerce with Lombardy and the Duchies of Modena and Parma, which provinces now draw their supplies of foreign merchandize from Genoa, Leghorn, Ancona, and even Ravenna, the trade of which ports, fostered by the Italian Government, has been rapidly augmenting, to the prejudice of Venice. The Port of Ravenna (Port Corsini) is distant about six miles from the city, with which it has communication by a canal. At present the port is accessible only to small vessels; nevertheless, in consequence of the facility afforded by the railroads to Ferrara and Bologna, several English vessels of large burden, principally coal-laden, have, during the last twelve months, discharged their cargoes there. The canal to Ravenna is now being deepened, and it is purposed to enlarge the harbour at Port Corsini, by constructing a mole of 500 metres, in order that large vessels may be able to enter the port and discharge and load with safety. When these works are completed, Ravenna will be the most convenient port of shipment for the produce of the fertile provinces of Ferrara, Cento, and Bologna, consisting chiefly of hemp and grain; and Venice, if she remains under the Austrian Government, will probably lose that portion of her trade which is derived from the Roman Provinces.

Another cause of the decrease of the trade of Venice may be found in the prolonged state of incertitude and anxiety which has prevailed regarding the political destiny of these provinces, which has discouraged commercial enterprize.

To these causes of depression may be added the obstacle opposed to fair and legitimate trade by the Austrian Custom Tarif, which imposes excessive or prohibitory duties on some of the most important and necessary articles of consumption, colonial produce, yarns, manufactures, weft goods, wines and spirits. The natural effect of these excessive duties, which could never be paid by the fair and regular trader, has been to encourage smuggling, which has always been carried on to a greater or less extent, according to the greater or less vigilance of the Custom-house authorities.

The following statement of the total amount of imports and exports of the above-named articles, during the last four years, according to the Reports of the Chamber of Commerce, may give an approximate idea of the extent to which they have been smuggled, as it may be fairly calculated that the stocks existing in the free port at the end of 1863 were not larger than those at the end of 1859, but probably much less. The differences between the amounts of imports and exports will show the amount consumed without payment of duty either in Venice or elsewhere, of which that part consumed within the limits of the free port could have been but a very small proportion of the whole amount.

Extract from official reports of the total trade of the free port of Venice, by sea and land:—

Colonial Produce.

	1860.	1861.	1862.	1863.
	£ s.	£ s.	£ s.	£ s.
Imports	494,853 0	581,837 14	586,441 16	406,494 2
Exports	268,125 10	233,971 10	181,221 2	175,445 4
Consumed duty free ..	226,707 10	347,866 4	405,220 12	223,048 18

Yarns and Weft Manufactures.

	1860.	1861.	1862.	1862.
	£ s.	£ s.	£ s.	£ s.
Imports	818,904 8	411,523 0	361,213 0	516,081 12
Exports	408,023 2	275,751 12	222,080 10	243,503 14
Consumed duty free ..	410,081 6	135,771 8	139,132 10	274,577 18
	Wines and Spirits.			
Imports	669,120 12	583,393 0	632,254 16	520,487 10
Exports	213,347 12	159,094 2	90,218 6	70,287 12
Consumed duty free ..	455,773 0	424,298 18	542,036 10	450,199 18

The sudden falling off in the trade in manufactures here in 1861 is also remarkable, as shewing the diversion of the trade from Venice to the Italian ports, after the annexion of the Duchies of Parma and Modena and the Roman States to the Kingdom of Italy.

The works on the line of railway between Botzen and Innspruck are being carried on with greater activity, and the other works on the line between Padua and Rovigo are also to be commenced in the spring of 1864.

Venice, June 30th, 1864.

BELGIUM.

ANTWERP.

Report of Mr. Consul Grattan on the Trade of Antwerp during the Years 1862 and 1863.

The following Tables present, in a condensed form, a view of the navigation and commerce of the port of Antwerp during the years 1862 and 1863.

In 1862 the arrivals were 2,292 vessels, of 579,899 tons (average tonnage, 253), of which 777 vessels, of 199,423 tons (average tonnage, 256), were British.

In 1863 the arrivals were 2,553 vessels, of 608,353 tons (average tonnage, 239), of which 917 vessels, of 236,758 tons (average tonnage, 258), were British.

Whence Arrived.

Nationality.	1862.	1863.
Great Britain	683	784
France	126	112
America	85	110
Brazils	35	43
Mediterranean	97	87
Spain	155	178
India	30	21
Cuba	47	40
St. Domingo	37	36
Rio de la Plata	128	123
Turkey and Black Sea	165	113
Pacific Ocean	35	53

Departures.

Years.	With Cargoes.	In Ballast.	Total.
1862	1,691	618	2,309
1863	1,752	819	2,571

British.

Years.	With Cargoes.	In Ballast.	Total.
1862	657	105	762
1863	759	149	908

Imports.

Articles.		1862.	1863.
Coffee	kilogrammes	17,810,908	14,444,650
Coals	„	3,475,472	2,222,331
Seeds, oleaginous	„	52,324,436	30,972,461
Wheat	„	75,015,716	99,710,021
Rye	„	24,839,883	8,561,899
Wool	„	17,667,783	16,899,158
Sugar	„	14,945,774	12,993,450
Rags	„	1,581,841	1,087,856
Manure (Guano)	„	55,298,534	77,136,596

IMPORTS—*continued.*

Articles.		1862.	1863.
Groceries	francs	80,154	85,675
Worsted	kilogrammes	42,821	88,115
Lemons and Oranges	„	1,247,206	1,549,330
Linseed	„	1,906,557	3,083,159
Hops	„	1,256,889	479,663
Oil, manufactured	„	1,040,585	1,234,708
Lead	„	5,951,130	2,421,728
Pepper and Pimento	„	187,821	245,105
Petroleum	„	4,870,202	15,038,090
Rice, pealed	„	21,767,899	15,638,862
Sulphur	„	2,311,409	1,723,786
Soap	„	179,018	204,054
Tobacco, manufactured	„	36,511	33,881
Pictures	francs	211,753	387,922
Oil-cake	kilogrammes	12,051	106,130
Beef	„	5,252,197	7,910,107
Honey	„	702,872	538,831
Wax	„	57,391	62,103

EXPORTS.

Articles.		1862.	1863.
Eggs	number	6,144,800	7,580,320
Paper	francs	6,333,123	6,822,633
Lead	kilogrammes	9,272,671	3,600,161
Zinc	„	7,655,482	10,265,011
Starch	„	152,058	186,612
Wood	francs	113,244	121,710
Lime	kilogrammes	314,003	439,193
Bark	„	4,537,665	3,388,867
Cheese	„	170,619	57,143
Fruit	„	12,080,492	14,690,481
Seeds	„	968,388	1,905,239
Tallow	„	1,639,579	3,273,241
Dye-stuffs	„	2,581,693	2,545,972

IMPORTS from Great Britain into Antwerp.

Articles.		1862.	1863.
Cocoa	kilogrammes	77,121	117,531
Coffee	„	789,451	607,016
Caoutchouc	„	10,055	32,751
Coals	„	2,851,417	1,932,457
Lime	„	30,321	55,647
Copper	„	1,419,393	1,223,270
Figs	„	22,569	744
Raisins	„	55,490	102,351
Seeds, oleaginous	„	2,401,857	1,173,760
Wheat	„	1,084,139	2,643,236
Rye	„	74,654	6,344
Tallow	„	839,757	271,808
Hops	„	8,095,812	62,552
Metals and Minerals	„	4,829,835	10,082,202
Fish	„	133,465	64,207
Rice, pealed	„	1,150,572	996,659
Tea	„	23,211	21,405
Wool	„	3,018,688	2,532,129

IMPORTS from Great Britain to Antwerp.—*continued.*

Articles.		1862.	1863.
Machinery	kilogrammes	1,730,965	1,360,420
Hides, raw	,,	1,538,861	1,245,123
Ditto, tanned and prepared	,,	178,470	132,756
Salt	,,	2,775,625	9,257,168
Sugar	,,	194,210	998,213
Perfumery	,,	10,498	5,457
Pepper and Pimento	,,	110,395	54,952
Petroleum	,,	..	2,862,437

EXPORTS from Antwerp to Great Britain,

Articles.		1862.	1863.
Butter	kilogrammes	248,873	229,844
Coals	,,	2,060,105	735,000
Bark	,,	4,440,580	3,222,867
Pyrites	,,	9,380,542	10,703,000
Fruits	,,	11,944,135	14,654,786
Seeds	,,	818,953	1,333,736
Wool, native	,,	2,272,207	2,664,166
Metals and Minerals	,,	1,897,261	5,520,720
Furniture	francs	129,456	81,802
Arms	,,	5,726,333	2,369,865
Eggs	number	6,144,800	7,580,280
Paper	francs	4,121,146	3,957,507
Leather	,,	50,398	117,857
Marble	,,	381,750	378,099
Lead	kilogrammes	321,060	1,418,812
Hides, tanned and prepared	,,	9,372	20,060
Potatoes	,,	27,313	8,861
Zinc	,,	3,788,331	5,593,339
Dye-stuffs	,,	491,073	477,931
Cotton, manufactures of	,,	52,569	42,965
Wool, ditto	,,	797,133	885,609
Flax, ditto	,,	14,932	34,740
Tallow	,,	19,154	79,927
Hops	,,	462,616	489,621
Oil	,,	182,004	259,542
Pictures	francs	229,625	440,300
Tobacco, manufactured	kilogrammes	7,327	17,880

TRANSIT TRADE.

		1862.	1863.
Articles estimated according to weight	kilogrammes	117,861,465	87,424,611
Ditto ditto ditto value	francs	4,112,060	3,622,927
Ditto ditto ditto measurement	cubic metre	9,423	10,358
Liquids	hectolitre	11,500	10,749

The diminution in the transit trade during the year 1863 bears almost entirely upon wheat, rye and other breadstuffs, owing to the late favourable harvest in Belgium and adjacent countries.

The trade and commerce of Antwerp exhibited a fair degree of prosperity during the years 1862 and 1863. The continuance of the American war, and the high tariff in the United States, no doubt, exerted a disturbing influence upon the general operations of trade. There has been, however, much activity in certain branches, and the exports of

Belgian produce have been altogether, of late years, steadily on the increase, and a considerable degree of prosperity has been enjoyed by the manufacturers, excepting those engaged in the manufacture of cotton. Antwerp continues to maintain its position as a leading market for *Hides* and *Wool*. The business of the two years above referred to has been increasing, notwithstanding the constant fall in the price of hides. This diminution has reached about 10 per cent. on ox hides, and 15 per cent. on cow hides. The prices of wool have been, on the other hand, well sustained.

The trade in *Cotton* has become hardly more than nominal since the American war; the manufacturers of Ghent drawing their reduced supplies almost entirely from Havre and Liverpool. The result is, that in the year 1863 the importations reached but 11,979 bales, of which 11,500 were from Liverpool. This amounts to an almost virtual cessation of the trade.

There has been a diminution in the amount of *Coffee* imported from Brazil, but an increase in the imports from Hayti, in consequence of the large crop of the year 1862, with a tendency to a rise in prices.

Guano continues to be largely imported for consumption in Belgium, the amount imported having risen from 55,000,000 kilos. in 1862 to 77,000,000 in 1863.

The imports of *Rice* have diminished, the consumption having been reduced, in consequence of the abundant harvests, and especially by the large potato crops of the last two years.

The imports by sea were—

	Bales.
In 1861	403,000
1862	345,000
1863	258,000

Sugar.—There has been a gradual falling-off in the importation of colonial sugar, which reached—

	Kilogrammes.
In 1861	23,000,000
1862	14,945,774
1863	12,993,450

This result is to be attributed to the languishing state of the Belgian refineries. There was, however, a considerable rise in the price of sugar towards the close of the year 1863, in consequence of the deficient crop of beet-root, and the diminished production of the French colonies, Brazil and Java.

Tobacco.—A certain degree of activity in the year 1862 was followed by a diminution of nearly one-half in the importation of tobacco during the year 1863. The price of Havanna cigars of a high class has been maintained, but ordinary qualities have diminished, and a great uncertainty has prevailed in all speculations, the result of which, however, has been beneficial to the manufacturers of cigars in Belgium.

Grain.—Antwerp has acquired much importance of late years as a grain market, especially as regards wheat. The years 1862 and 1863 were, on the whole, inferior to 1861 in the amount of grain imported; but had it not been for the abundant supply of potatoes and the falling off in the consumption in the manufacturing districts affected by the American war, the business done would no doubt have been very considerable. In all breadstuffs, except wheat, there was a decided falling-off during the year 1863. The imports of rye in that year only reached about one-third of those of 1862, in consequence of the limited demand in the neighbouring German States, which were supplied direct from France; their supplies of barley having been also chiefly derived from France. Taking

a general view, however, of this branch of trade, there is no doubt that the intercourse of Antwerp with grain-producing countries, especially the Baltic provinces and the United States, has acquired a much greater degree of regularity, and promises to become very remunerative.

Resin.—There have been no importations from America, in consequence of the war; and the supplies of this article have been entirely obtained from France. Prices have more than doubled; and, according to present appearances, are likely to be maintained.

Hemp.—The imports by sea during the years 1862 and 1863 were as follows:—

	1862.	1863.
	Bales.	Bales.
Riga	1,792	202
Other Ports	1,830	398
England	2,096	5,484
France	..	791
Total	5,628	6,875

From Holland the imports in 1862 were 346,000 kilogrammes, and in 1863, 396,000 kilogrammes.

It will be observed that the quantity imported direct from the countries of production has greatly diminished, while the imports from England have been nearly trebled. This is accounted for by the high prices which prevailed in Russia and Italy, and prevented all speculation in the article. Manufacturers were, consequently, led to supply themselves mainly in English markets, while it is to be noted that hemp was, for the first time, imported from France, during the year 1863. It was considered good in quality.

Flax.—The imports by sea in 1862 and 1863 were as follows:—

	1862.	1863.
	Bales.	Bales.
Riga	11,491	4,040
St. Petersburg	..	1,000
Pernau	..	412
England	253	189
Total	11,744	5,461

There was thus a falling-off of about 50 per cent. in the business transacted during the year 1863, accompanied by a rise of about 10 per cent. in the price of the article.

Petroleum.—The earliest arrivals of petroleum at this port took place in the month of April, 1862. They were at first almost unnoticed; but upon the advantages in the use of the oil, in point of economy and cleanliness, becoming known, the demand rapidly extended; and the imports of petroleum reached during the year 36,000 barrels, or about 4,500,000 kilogrammes. An immense increase took place during 1863, the importation during that year reaching 105,000 barrels, or about 15,038,000 kilogrammes; equal to the value of over 9,000,000 francs. Antwerp has thus become one of the most important, if not the most important, market in Europe for this article, which is susceptible of still further development, and has conferred undoubted benefit upon the population. The average price of the refined oil during the year 1863 was 70 francs

per 100 kilogrammes. The conclusion of the treaty of July 19, 1863, regulating the capitalization of the Scheldt navigation duty hitherto paid by Belgium to the Dutch Government, as well as the simultaneous removal or reduction of various charges upon shipping long complained of by the mercantile community of Antwerp, cannot fail to exert a favourable influence upon the future prosperity of the port. The tonnage duty of 2 fr. 20 c. per ton, Belgian measurement, previously payable by all vessels entering and leaving Antwerp, has been abolished, and the pilotage rates and various local taxes so materially lowered, that the total charges upon vessels visiting the port are now reduced to about one-half of what they were before the treaty went into operation. The port charges are now considered very moderate, and may be estimated as not exceeding 3 francs per ton. The only exception applies to the ships of those few secondary states who have not participated in the Treaty of July 1863, and have consequently not contributed their share towards the purchase of the Scheldt dues. Such vessels are liable to a tonnage duty of 5 francs per ton.

TABLE of English equivalents of Weights and Measures mentioned in the foregoing Report.

Kilogramme	=	2 lbs. 3 oz. 4½ dwts. avoirdupois.
Hectolitre of grain	=	2·839 Winchester bushels.
Ditto liquids	=	22 Imperial Gallons.
Metres	=	39·37100 Inches.

Antwerp, December 31, 1864.

BORNEO.

SARAWAK.

Report by Mr. Consul Ricketts on the Commerce of Sarawak for the year 1863.

In the remarks which I am about to make on the commerce of the province of Sarawak and its dependencies, I shall allude,—

1. To the sorts and values of its productions;
2. To the means of procuring the same;
3. To the routes by which they are brought to hand;
4. To the exports and imports;
5. To the inland or port to port trade;
6. To the quantity of shipping;
7. Currency; and,

Lastly, to the advantages of the territory of Sarawak for trading purposes.

The mineral productions are the first which occupy our attention.

The chief formation of Sarawak proper is limestone: antimony, gold, and coal, are spread more or less over this district.

Antimony.—This metal, or rather the sulphuret of antimony, is found in large quantities at Busa and Bedi, about twenty-five miles distant from the town of Sarawak.

The Bedi mines are said to be superior to those of Busa; the ore in the former yielding 75 to 80 per cent., in the latter 45 per cent., of the metal. The price of this ore at Sarawak is about 17 dollars a ton.

Antimonial paint is now being made at these mines, and hence their value is likely to be greatly enhanced.

The mines in question, which are situated at a convenient distance from the river for the purposes of exportation, belong to the Borneo Company, who hold a lease of them from the Government for twenty-one years.

It being found more profitable to export the ore after refining it, machinery has been erected at the mines for the purpose of cleansing the ore of its impurities.

Antimony to the value of 26,140 dollars, or about 6,535*l.* sterling, was exported during the year 1863.

But it is not only in the district of Sarawak that antimony is to be obtained; the country round the River Bentulu is also said to contain large quantities of this ore. No mines have been as yet opened in that direction.

Gold is obtained at Bau, Busa, and Serambo, the former place thirty, the two latter about twenty-five miles distance from the town of Sarawak; and also at Marup, on the Batang Lupar River.

The plan of driving shafts for the procuring of this metal is seldom adopted, gold being chiefly obtained by washing in the alluvial deposits which come from the limestone rocks and hills. It is impossible to arrive at any conclusion as to the amount of gold found in this province, but it might be observed that previously to the Chinese insurrection, which, by-the-bye, proved fatal to the Chinese Gold Working Company, some 4,000 Chinese were engaged in washing for gold.

Five hundred Chinese are still engaged in gold working; it is therefore to be supposed they find a profit equivalent to their labour and trouble. No royalty is paid to or claimed by the Government on account of this

metal—its market price is 28 dollars the bunkal, one bunkal being equal to the weight of two dollars.

Coal is found on the Sadong, on the Batang Lupar, and on the Lingga, a branch of the Batang Lupar. It has also a few days ago been discovered at Muka. Its quality would appear to be of a new formation, and something similar to that now worked at Labuan.

Iron is reported to exist in many parts of this province, but the best is said to be obtained on the Rejang, where the natives (the Kayans) use it for making swords and knives. Little, however, is as yet known as to the localities and quantities in which this metal is to be obtained.

For those who are willing and able to embark in mining operations, there is a wide field for their exertions in this part of the Island of Borneo.

The principal vegetable productions are as follows:—

Gutta Percha.—The tree producing gutta is found at Bentulu, on the Batang Lupar, and on the Rejang. The supply of gutta is, at present, and will probably be for some time to come, quite equal to the demand, but how long this state of things will continue it is difficult to say, as the cutting down the tree to procure the gum must eventually tend towards diminishing or destroying the source from which this article is produced.

Its market price is as as follows:—red gutta, 30 to 35 dollars the picol of 133¼ lbs.; white gutta, 15 to 25 dollars the picol.

One tree is supposed to give from 12 to 22 lbs. of gutta percha.

Sago.—The sago palm is found thriving along the north coast at Kaluka, Oya, Muka, and Bentulu.

It is cultvated chiefly by the Millanù population. This tree requires eight years to attain its full growth; it is then cut down and the heart of it extracted. One tree produces abont 800 lbs. of raw sago, which, after being washed and dried, gives 330 lbs. of sago flour. During its growth it throws off numerous shoots, which are capable of being transplanted, and thus a plantation is easily increased.

The quality of the Sarawak sago flour is considered to be exceedingly good; its market price is 1 dollar 85 cents the picol of 133¼ lbs.

The supply of this production is at present abundant, and so easily is the tree capable of propagation that the country between the Rejang and Bentulu could without much difficulty be made equal to the supply of almost any demand. As much of the sago is now wasted owing to the careless and imperfect manner in which the tree is worked up by the natives, the employment of machinery would no doubt tend greatly to the economy of this valuable production.

There are two sago factories at Sarawak, the one the property of the Borneo Company, worked by machinery, the other, that of a Chinaman, and worked solely by manual labour. The number of hands employed by the latter is 36 to 40, who manage to turn out 7,000 to 8,000 lbs. of sago per diem.

Sugar.—The sugar-cane is grown by the natives sufficient for their own consumption; it fetches about 18 cents the picol of 133¼ lbs.

A sugar plantation and mill for the manufacturing sugar has been lately set on foot by an English company, and 200 acres of plantation have been already opened. Though the supply of sugar produced by this company is at present but small, there is every reason to suppose that ere long it will be greatly increased.

Sugar and rum have this year commenced to form an article of export to Singapore.

The market price of sugar (Muscovado) is 6 dollars the picol, and the rum extracted from it 60 cents a gallon.

Rice.—This is raised in almost every part of the country; its price is 80 to 97 dollars the koyan, a koyan weighing 5,220 lbs.

Little more rice is grown at present than would appear to suffice for home consumption, and hence if there happen to be a partial failure in the crops, rice forms an article of import. Both the soil and climate are very favourable to the growth of rice; some 42,000 picols were in the year 1862 sent from Java to England, the greatest part of which, by-the-bye, had been first imported to Java. Might not this eventually form one of the chief articles of export from this country?

Coffee.—Little attention has been paid to the growth of the coffee plant; from all accounts, however, the hill climate would appear to be very favourable to its growth. Coffee is largely exported from the neighbouring islands of Celebes and Java; it is therefore to be hoped it will some day be exported also from this province.

Mulberry-tree.—No attempt has been as yet made to produce cocoons in this country; be this as it may, the mulberry-tree grows luxuriantly on the banks of the Sarawak river—the climate being warm, there is every reason to hope that the silk-worm might be reared without much difficulty, and that more than one crop could be obtained during the year. The seed might be procured from India and China. Wood is abundant, and thus the sheds and trays for rearing the same could be erected at a moderate cost; indeed, the rearing of silk in this country is a project worthy the consideration of those who have means at their disposal for carrying it into execution.

Indigo.—This plant, like the mulberry-tree, is a native of this soil, and is found growing in many parts of this district; whether the cultivation and manufacturing of indigo could be carried on with any chance of success it is difficult to say, but it would seem to be worthy an experiment.

Timber.—The following statement will show the names and sizes of the various sorts of timber found at Sarawak, together with the uses to which they may be applied. The price of timber is about 6 dollars the ton of 50·3 feet:—

Name.	Length.		Diameter.		Use.
	Ft.	Ft.	Ft.	Ft.	
Bilian	40 to	90	3 to	5	House-building, bridges, &c.
Punjon ..	40	90	3	5	Ship-building.
Kabang Penang ..	40	110	3	6	Ship-building (classed A).
Kapore ..	48	110	3	5	Ditto ditto.
Kranji	30	50	2	4	Windlasses, gun-carriages.
Grain	40	70	2	5	Ship-building.
Madangsesit ..	40	60	2	4	Ship and boat planks.
Ruan	20	40	2	4	Boats.
Badam.. ..	30	60	2	4	Posts for houses, trenails.
Panaya ..	20	30	3	6	Ships' and boats' timbers.
Bintangow ..	20	80	1	3	Ships' and boats' masts.
Malore pine ..	20	80	1	3	Ditto.
Jiluyan ..	30	60	2	4	House purposes.
Mirabo ..	30	60	2	5	Shipbuilding and furniture.
Neri	30	40	2	4	Furniture (gun-carriages).
Ringas.. ..	30	40	2	4	Ditto. ditto.
Kayu-arang ebony	15	24	1	2	Ditto.
Rasak	30	60	2	4	Ship and house work.
Loon	40	90	2	5	Boat-building.
Taruntum ..	20	50	2	2½	Piles for wharf-posts, beams, &c.

In addition to the above, there are many other sorts of wood, but I have only mentioned those whose qualities are known and which might if required be turned to some account.

Most of this timber is found on the borders or at no great distance

from the banks of the rivers, and hence it can be exported at, comparatively speaking, a slight cost.

Gambeir.—This might easily be grown in this climate, and, indeed, I understand that some of the Chinese finding the soil at Singapore very unproductive, are soon likely to settle at Sarawak for the purpose of its cultivation.

The following articles are also the products of this country, and can be obtained at the undermentioned prices :—

Names of Articles.	Price.	Weights.	Remarks.
	Dollars.		
Camphor ..	20	Picul of 133¼ lbs.	
Rattans ..	2·50	Ditto.	
Cocoanuts ..	2	Per 100.	
Birds' nests ..	250	Picul.	
Beeswax ..	60	Ditto.	
India-rubber ..	15	Ditto.	
Cocoanut oil ..	144	Per ton.	This is generally imported from the Natunas Islands.

2. As regards the means of procuring the above productions.

There being but few native merchants at Sarawak possessed of capital sufficient to enable them to speculate largely in gutta, sago, and other things, money is generally advanced previously to the natives for the purpose of enabling them to collect the desired supplies, and thus commerce is stimulated.

Large timber is generally procured by the employment of Chinese labourers, who, labour being scarce, are brought over from Singapore, and receive wages at the rate of 6 to 7 dollars a month.

3. There being no roads, and no beasts of burden, recourse is had to the rivers and streams for the purpose of the conveyance of goods; and in this respect this island has been wonderfully favoured by nature. Along a distance of some 280 miles of coast-line there are sixteen rivers which form the means of communication from the interior to the coast; two of them are navigable for ships of large tonnage; the others are all suited to the navigation of native craft, and hence heavy goods and timber could be procured, if necessary, from great distances inland, at a trifling cost.

Native boats can be hired at the town of Sarawak for conveying goods to the mouth of the river, a distance of 18 miles, at 2½ cents the picol of 133¼ lbs.

Flats like those used on the Danube, and small propeller steamers, might, as the trade increases, be used with great facility, and to no little advantage, on the Sarawak and Rejang rivers.

No direct foreign trade is carried on with any other port than that of Sarawak; and goods, whether imported from foreign countries or intended for exportation, now pass viâ Sarawak, previously to their leaving or being transmitted into the interior. In short, the town of Sarawak acts as an entrepôt for the other districts; this arises from the fact that the principal merchants are established at Sarawak only, and that, with the exception of the Rejang, large ships cannot enter any of the other rivers. As, however, trade advances, and the country becomes more developed, the Rejang will most probably engross a greater portion of trade than the Sarawak river.

The Rejang is navigable for a distance of some 120 miles for ships of 1,000 tons and upwards; it has a depth of water from 6 to 7 fathoms, at low water, over the bar, and can be easily entered at all periods of the year; being far nearer to the Muka and Bentulu country than the Sarawak

river, it is obvious that it would be far more convenient and economical to convey sago and other merchandize from those places previously to exportation to a port at the mouth of the Rejang, than it would be to bring them to Sarawak.

One may expect, then, in the course of time, to see a mercantile depôt established somewhere near the mouth of this river.

At a few miles distance from its entrance to the sea the Rejang is fully a mile broad, has 14 fathoms of water, and affords good anchorage in a blue clay soil; the land wind generally prevailing in the morning, there would be no difficulty in the way of the exit of ships from thi river. There is at present no inland communication between the rivers, and thus, during the height of the north-east monsoon, from December to March, trade is more or less dull. The connecting, however, the Rejang with the sago country (Muka) by means of a canal from the Egan to the Oya, is, I believe, a project entertained by the Government; and if carried out, cannot but be conducive to the future welfare of that portion of the country, and promote the interests of trade.

The Sarawak river has been too often described to need many remarks on my part; suffice it therefore to add, that it would be desirable for ships of 360 tons register not to proceed above the junction; and further, that all ships would do well to provide themselves with a chart, dated 1863, and made by H. V. Russell, master of Her Majesty's ship "Renard."

Ships of 1,000 tons and upwards can proceed as far as the junction, a distance of about 8 miles from the Maratabas entrance, and about the same distance from the capital. A road is now being constructed from the Quop to the town of Sarawak, so that, when finished, the communication will be much facilitated between the town and the junction.

4. As regards exports and imports.

RETURN of Exports from the Port of Sarawak for the Year 1863.

Names of Articles.	To England.	To Singapore.	To Java, Sambas, and Pontianak.	To Tringanu.	To Brunei.	To the Natunas Islands.	Total.	
	Value.	Value.	Value.	Value.	Value.	Value.	Foreign Money.	English Money.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	£
Treasure (dollars)	...	...	13,111	6,700	200	13,721	33,732	—
Gold	...	...	4,980	210	...	30	5,220	—
Beeswax	...	3,638	6,150	...	...	...	9,788	—
Gutta percha	11,200	170,718	...	...	...	...	181,918	—
Grey shirtings	...	...	3,794	...	...	5,108	8,902	—
Sago flour	19,286	45,348	...	...	...	...	64,634	—
Antimony ore	8,000	18,140	...	...	...	...	26,140	—
Brass-ware	...	...	...	90	...	230	320	—
Tobacco	...	...	110	...	...	390	500	—
Edible birds' nests	...	14,055	...	...	...	....	14,055	—
Rice	...	...	100	...	...	7,486	7,586	—
Cocoanut oil	...	1,384	1,517	...	...	25	2,926	—
Paddy	...	...	60	...	...	2,693	2,753	—
Opium	...	...	...	...	...	95	95	—
Iron	...	...	30	...	...	...	30	—
Raw sago	...	7,050	...	...	...	...	7,050	—
Sundries	1,780	7,768	7,536	1,001	410	2,295	20,790	—
Total Value	40,266	268,101	37,388	8,001	610	32,073	386,439	96,609

RETURN of the Imports at the Port of Sarawak for the Year 1863.

Names of Articles.	From Singapore.	From Java.	From Sambas and Pontianak.	From Tringanu.	From Brunei.	From Natunas.	Total.	
	Value.	Value.	Value.	Value.	Value.	Value.	Foreign Money.	English Money.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	£
Treasure (dollars)	53,686	...	1,962	...	...	930	56,578	—
Gold	...	...	540	420	...	...	960	—
Gutta percha	...	...	5,687	...	320	60	6,067	—
Grey and coloured shirtings ...	146,252	...	...	...	...	...	146,252	—
Brass-ware	16,197	11,532	..	...	...	...	27,729	—
Tobacco	34,381	5,240	70	...	...	...	39,691	—
Opium	14,500	...	...	...	...	...	14,500	—
Beeswax	...	...	120	...	240	..	360	—
Pearl and raw sago	...	...	1,534	...	133	947	2,614	—
Rice	9,404	1,744	2,898	1,595	...	...	15,631	—
Paddy	...	...	279	...	...	...	279	—
Cocoanut oil	...	...	226	...	...	24,298	24,524	—
Sundries	64,011	1,419	5,794	3,193	288	4,236	78,941	—
Sundries from China	...	...	...	...	...	...	620	—
Total Value	338,431	19,935	19,110	5,208	981	30,471	414,756	103,689

The above are Returns showing the exports and imports at the port of Sarawak for the year 1863. It will be observed that, during the last year, the balance of trade was in favour of the imports, and that England and Singapore, but especially the latter, engrossed the greater part of the foreign commerce of the country, England receiving sago, antimony ore, and gutta percha, to the value of 40,266 dollars; Singapore receiving gutta percha, beeswax, sago, antimony ore, and edible birds' nests, to the value of 268,101 dollars; and Sarawak taking from Singapore grey shirtings to the value of 146,252 dollars. Further, the total value of the export and import trade between Sarawak and the Dutch possessions of Java, Sambas, and Pontianak, amounted to 76,423 dollars, while that between Sarawak and the Natunas Islands amounted to 62,544 dollars.

On a reference to the Trade Returns, I find the total value of the foreign export and import trade for the years 1862 and 1863 to be as follows:—

	Dollars.	£ sterling.
1862	583,422 ..	145,830
1863	644,948 ..	161,237

Showing an increase in the latter year over the former of 61,526 dollars. What will be the total value of foreign commerce for the year 1864 it is rather premature to predict, but it promises to exceed that of the year 1863.

5. As regards the inland or port to port trade.

There being but little industry and no manufacturing class, the home trade does not depend so much on local transactions between towns and villages as it does upon foreign demand and foreign transactions, and increase, therefore, in the foreign trade has created a corresponding activity in the internal commerce of the country. On a reference to the home or port to port commercial returns, I find that the total value of the trading transactions between Sarawak and the interior amounted to 698,424 dollars, or about 174,606*l*.

Of this amount the value of the trade between Sarawak and Sakarran amounted to 173,324 dollars; that between Sarawak and Muka to 113,114 dollars; that between Sarawak and the Rejang to 95,832 dollars, and that between Sarawak and Bentulu to 93,771 dollars.

The articles forwarded from Sakarran to Sarawak consisted chiefly in

gutta, rice, and beeswax, those from Muka in raw sago and gutta, those from the Rejang in gutta, beeswax, and rice, and those from Bentulu in gutta, beeswax and camphor, the greatest part of which articles, by-the-bye, were re-exported for foreign ports, Sarawak being, as I before remarked, the entrepôt where foreign goods intended for the interior, or home productions intended for re-exportation, are collected.

It is here worthy of remark that the country around the Sakarran, which is inhabited by tribes of Sea-Dayaks, who were not long ago given to the most lawless habits, now furnishes Sarawak with as great if not a greater quantity of raw produce than any of the other districts.

Duties.—With the exception of 2 dollars a basket on all Javanese tobacco, 20 dollars a koyan (of 2⅓ tons) on salt, and 50 cents per dozen on spirits, with 25 cents per dozen on beer and wines, no duties are levied on any goods imported to or exported from this country.

6. As regards shipping.

DIRECT TRADE in British Ships from Great Britain and British Colonies.

ENTERED.							CLEARED.		
Total Number of Ships.			Total Tonnage.			Total Value of Cargoes	Total No. of Vessels.	Total Tonnage.	Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	With Cargoes.	
4	1	5	Tons. 1,097	Tons. 600	Tons. 1,697	£ 1,230	5	Tons. 1,241	£ 12,137

The following statement shows the number of foreign ships that entered and cleared from the port of Sarawak during the year 1863 :—

RETURN of Foreign Ships Entered and Cleared from the Port of Sarawak during the Year 1863.

ENTERED.				CLEARED.				
Nationality.	Number.	Tonnage.	Value.	Nationality.	Number.	Tonnage.	Value.	Destination.
			£				£	
Norwegian ...	1	700	...	Norwegian ...	1	675	1,175	England.
Russian ...	1	900	...	Russian ...	1	900	4,270	Ditto.
Dutch Coasting Vessels	53	344	4,198	Dutch Coasting Vessels	63	382	4,773	Sambas and Pontianak.

The remainder of the foreign trade was carried by the Sarawak steamer "Rainbow," native craft, and some 113 prahus from the Natunas islands; the Sarawak steamer alone making eighteen trips in the year to Singapore.

7. As regards currency.

A copper currency of 1 cent, ½ cent, and ¼ cent pieces, has been lately established by the Sarawak Government; this will prove, if properly regulated, of great benefit to the country, in that formerly there was no small coin in circulation; 10 cent notes have also been issued.

The Mexican dollar is the coin generally used in circulation.

No little portion of the inland trade is still carried on by a system of barter.

The Dayaks, however, in the vicinity of Sarawak, who happen to have discovered that of all commodities money is the best adapted to facilitate the circulation of trade, now prefer receiving payment in money to payment in beads, gongs, and other articles.

Money being scarce, and security often of a questionable character,

the rate of interest is very exorbitant, and reaches 25 and often 35 per cent.

There are no banks at Sarawak, and the rate of exchange varies with that of Singapore; the following is the rate of the same during the last twelve months.

Exchange at Singapore on London for six months' bills:—

			Dolls.	c.				Dolls.	c.
1863.	January	£1	4	10	1863.	July	£1	4	8
	February	„	4	12		August	„	4	6
	March	„	4	0		September	„	4	6
	April	„	3	93		October	„	4	6
	May	„	3	87		November	„	4	10
	June	„	4	6		December	„	4	13

Showing the average value of the rate of exchange for the year to have been 4 dollars 4 cents to the pound sterling, the value of the dollar during the above period varying from 4*s.* 10*d.* to 5*s.* 1*d.*

From the foregoing, then, we may observe that the commerce of the country is in an improving state; and considering that the trade carried on between Sarawak and Singapore is equal to a quarter of that of the whole island of Borneo with Singapore, we may augur favourably of the commercial prospects of the country. The varity of productions which this country affords, the many rivers which traverse it, all forming so many highways for facilitating the flow of commerce, the central position of Sarawak in the Eastern Archipelago, resting, as it does, on the route of sailing vessels bound from England to China, unite to show that this country is in every way suited to planting and commercial purposes. Sarawak, however, is still in its infancy, and if it succeeds in adding to and increasing its population, there is every reason to suppose that its productions may be easily augmented, and its trade soon vie with that of the whole island of Borneo, for it must not be forgotten that this country enjoys the avantages arising from free ports and light taxation, while the neighbouring provinces are subject to heavy taxation and every sort of restriction on trade which it is possible to imagine.

A few observations on the relative commercial positions of Singapore and Sarawak might not be altogether out of place.

Singapore lies midway between Calcutta and Hong Kong, it rests also on the direct steam route between England and China.

India, China, Siam, and the islands in the Eastern Archipelago, furnish Singapore with their productions, which are again re-exported from Singapore to various parts of the world; in short, Singapore is in every way suited to trading purposes, and will always remain an entrepôt of considerable commercial importance.

Sarawak, distant about 330 miles from Singapore, is more centrally situated as regards the Eastern Archipelago, but does not interfere with the above-named commercial zone of Singapore. Singapore may be regarded solely as a trading colony; Sarawak is a country essentially suited to both trading and planting purposes. The former aids and benefits by the direct trade of steam-ships running between England and China, together with the direct trade of both sailing and steam-ships between India and China, while the latter (and here I would allude especially to the port at the mouth of the great Rejang river, in the territory of Sarawak) is in every way fitted by its position as a port of call for sailing ships trading between China and England, inasmuch as sailing ships *en route* to China in both monsoons invariably keep nearer to the Bornean coast than they do to that of Malacca. Indeed, in the north-east monsoon, having passed close to the western coast of Borneo, they then keep along the northern coast while running for the Palavoan passage.

At present Singapore is the usual port of call for sailing ships running between England and China; but were any mercantile houses established on the Rejang, were the country thoroughly developed, and could cargoes be obtained from thence with facility, there is every reason to believe the territory of Sarawak would attract towards it that portion of commerce to which from its geographical position it would appear to be entitled. Nor would the progress of Sarawak, as some imagine, prove detrimental to the commercial interests of Singapore, which, producing little itself, is more or less dependent on its neighbours for productions; but, on the contrary, it would give Singapore certainly a nearer and perhaps a cheaper market for those very goods—such as coffee, sugar, oil, rice, arrack, indigo, &c.—which she requires for re-exportation, and which she now derives from Java, Celebes, and Siam.

The greater, then, the progress made in cultivating the above-named and other produce in the territory of Sarawak, the wider will be the field of commercial enterprise for Singapore.

Sarawak, November 3, 1864.

BRAZIL.

PERNAMBUCO.

Report by Mr. Consul Lennon Hunt on the Trade of Pernambuco, for the Year 1863.

The geographical position and physical aspect of the province of Pernambuco have been described in Reports from this office from time to time, and with much accuracy in that of Mr. Cowper, dated 1860, and laid before Parliament in 1861.

Population.—No census has for many years, if ever, been taken of the population of this province. In the year 1852 the Supreme Government, far in advance of the general intelligence of the people, took the necessary steps to obtain this most important information. The Provincials however, conceiving that the Government had some sinister object in view, banded themselves together, resisted the authority of the Government officers, and even threatened an advance on the capital of the province. In the interest of the general tranquility the project was then abandoned, and the attempt to arrive at some exact knowledge on this subject has not been repeated.

The population of Pernambuco has been variously estimated from 800,000 to 1,200,000, the former figures are doubtless the nearest approximation to the real number; and they are supported by the authority of a Brazilian, Senhor F. N. de Souza. In any case there does not appear to have been an increase of the population within the last fifteen years. The death-rate seems to have followed too closely in the track of the birth-rate. During this time yellow-fever, cholera, and small-pox, have carried off considerable numbers, and the superior wealth of Rio de Janeiro has drained the province of a large proportion of its slaves, which are now more profitably employed in the cultivation of the coffee crops of the south.

The natives of Pernambuco are of every shade of colour from white to black, and of every possible admixture of blood between the European, the Indian, and the negro races. Little prejudice appears to be entertained by persons of any colour against those who differ from them on this point.

It has been found impossible to obtain a return of the precise number of slaves now in the province, it has been variously estimated from 16,000 to 50,000.

Soil and Climate.—It is always taken for granted by Brazilians, and often echoed by foreign writers, that Brazil is a country of the most extraordinary fertility, and wanting in none of the conditions necessary for rapidly becoming a producer of immense quantities of tropical produce of all descriptions.

However true this assumption may be with regard to the extreme northern and southern portions of the empire, it certainly must be accepted with some reserve as far as this province is concerned.

In the Report of Mr. Consul Cowper, to which reference has been made, a state of things is described which, though differing essentially from the ideas generally received upon this subject, appears nevertheless to be strictly exact as applied to this province. He says, "I believe the fertility of the soil of Brazil to be absurdly exaggerated. I have heard much but seen little of its extraordinary powers of production. I have travelled a great deal in this empire, and as a general rule have found along the coast a sandy unproductive soil covered with cocoa-nut trees and

mangroves, varied occasionally, near the emboucheres of rivers, by alluvial deposits, hard as a rock in summer and impassable mud in the winter; further inland, undrained valleys, forming muddy lakes in winter, and very precarious cane fields in summer; the produce of the hills, in common with that of the whole country, being a prey to that great destroyer, the 'Formiga de Roca,' or 'red ant;' and in the very interior sterile mountains and vast pasture lands, but so subject to droughts, that not only cattle but hundreds of the population fall victims to them." Senhor Luiz Carvalho, Acting Inspector of Customs at this port, in a pamphlet lately published with a view to the recommendation of certain measures for the benefit of the agriculture and trade of the province, says, "Compared with the vastness of territory, in its greatest part uncultivated, our population is infinitissimal diminutissima. Its slow natural increase, periodically checked by the visitation of scourges, droughts, yellow fever, and cholera, certainly does not satisfy either the necessities of the present or the asperations of the future." The same causes, in fact, which rendered impossible the foundation in Brazil of a civilization analagous to that which was established in Mexico, Central America, and Peru, ages before the discovery of this continent by Europeans, are still in action to-day, and in undiminished force. Notwithstanding, it would be impossible to overrate the extraordinary fertility of those vast tracts of land of which Pará is the capital in the north, and Rio de Janeiro in the south. A recent writer observes with much truth, that in estimating the physical conditions which determine civilization, we have to look not merely at the exuberance, but also at what may be called the *manageability* of nature.

All the operations of nature proceed here, however, on the grandest scale. Swarms of insects dispute with the labourer the possession of his field. Droughts are frequent and of long continuance. Floods in winter overrun considerable tracts of country. Latterly epidemics have swept off large numbers of the inhabitants. All these things naturally conspire to check the efforts of the cultivator, and the doubt is suggested to the mind of an observer whether any real progress is actually being made.

In descending south to the province of Rio de Janeiro, there the climate becomes cooler for several months of the year. The population is less sparse. There is a much larger number of slaves in relation to the area of land under cultivation. Conditions of heat and moisture exist which render the poorest soils productive. These advantages have led to some accumulation of wealth, which has in its turn reacted favourably on production. All these circumstances have contributed to give the agriculturist an amount of influence over natural difficulties not arrived at in any other part of Brazil. The cultivation of a great crop (coffee) has been thus fostered, the average production of which for the last eight years has amounted to 260,883,840 pounds, of the value, at the average of the prices during that time, of nearly six millions sterling—the corner-stone of the prosperity of Brazil.

Notwithstanding, however, the numerous conditions which favour the production of coffee in the south, it is to be lamented that there have been diminishing crops from 1856, and since 1861 a rapid decline, as will be seen by the following Table of the annual exports :—

Years.	Bags of 160 lbs.	Years.	Bags of 160 lbs.
1856	2,167,253	1860	2,150,188
1857	2,065,718	1861	2,085,974
1858	1,846,693	1892	1,477,904
1859	2,064,839	1863	1,327,696

For the five or six months of summer, the temperature on the coast line of this province does not vary more than 4° above or below 82° at 9 a.m. in the shade, nor 4° above or below 78° at the same hour in the winter months. The mean maximum temperature in the shade for the year 1861 was 84·4°, and the mean minimum in the shade in the same year 68·8°. December was the hottest month, namely, 90° in the shade, July the coolest month, 85·75° in the shade. During the night the average lowest temperature was 64·5° in September, and the average highest was 71·7° in April. The highest temperature in the shade was 92° in June, and in the sun it was 148° in November.

The total fall of rain in 1860 was 67·2 inches, in 1861, 123·75 inches. The extreme recorded rain-fall was 7·25 inches in 24 hours, of which upwards of 4 inches fell in 6 hours, this was in January, 1861. (Observations made by Mr. Penniston, C.E.)

The rainy season is expected to begin at the end of March and last till August. During the rest of the year there is very little rain, with the exception of occasionally some heavy showers in January. When these fail, as happened in this year, the country becomes parched, all verdure disappears, the cattle in the interior die, and even the cane in the low lands immediately at the back of the coast-line has a hard struggle for existence. A large acreage of cane was entirely lost to the crop of 1864, scarcely a shower of rain having fallen between the months of August 1863 and April 1864.

The geological character of the province is chiefly of the plutonic type, the base being almost invariably granitic, or metamorphic. The most prominent hills are of granite at their summits; but the smaller hills are generally of decomposed schist or gneiss, the decomposed material still retaining the appearance of the rock, though perfectly soft. In some instances the section represents an intermixture of boulders and coarse water-worn gravel, entirely decomposed and quite soft, working like the oolitic sands. There are several indications of trap rock, from St. Antao, in the south-west, to Ilha, near Recife, and the Island of Sao Aleixo, near Serenhaem, on the eastern coast, is of the same class of rocks. (Peniston.)

Previous to 1849 this climate enjoyed the just reputation of being extremely healthy. Since that year yellow fever, cholera, and small-pox have appeared epidemically, and have carried off large numbers; the attacks of yellow fever being principally confined to foreigners, and those of cholera and small-pox to the natives.

These diseases have happily not appeared, except in a few sporadic cases, since May, 1862, and as their intensity gradually diminished before their final disappearance, a reasonable hope may be indulged that the causes producing them have undergone a favourable modification.

No fatal case of yellow fever has occurred at the British hospital since February 26, 1863. From the beginning of that year to the date mentioned nine deaths from this disease are returned. It must not, however, be positively inferred that yellow fever would not re-appear, if large numbers of foreigners were again to be congregated together in the execution of any extensive works.

It is especially the disease of unacclimated lives in certain countries, and at a lower level above the sea than 1,000 feet. Various places in the Spanish West India Possessions have from time to time been reported to be very healthy, no death from yellow fever having ever been known there. Fresh troops have been sent to these places as a means of acclimatization, but the disease never failed during certain years to make its appearance among them.

Like most other fevers, it is doubtless due to an imperfect defecation

of the system. Hence the success of all those modes of treatment which involve the immediate and effective evacuation of the alimentary canal. The treatment by oil and lime juice of the Spanish surgeons in the West Indies, by saline draughts of the Americans at New Orleans, and by the administration of calomel in large doses by English surgeons, all justly claim to be attended with the most beneficial results, and for the same reason, that they remove at once the disordered secretions from the intestines.

Whether a yellow-fever patient lives or dies, seems to depend very much upon the time which elapses between the appearance of the symptoms and the adoption of active treatment. The symptoms—constipation, drowsiness, loss of appetite, pains in the back and head, though often slight, are decidedly marked, and perhaps never entirely absent. If these be treated at once, there are eighty chances out of a hundred in favour of the patient; if two or three days, however, are permitted to elapse, and no form of treatment be adopted, the chances become eighty out of a hundred against him. A great many lives are sacrificed every year from a want of the knowledge of these elementary facts.

The great difficulty was felt in England during the appearance of epidemic cholera, in getting the lower classes to apply for treatment when the well-known premonitory symptoms appeared. So in this country, although to the educated few yellow fever is known to be tractable in its earlier stages, to the many the knowledge, if it even reaches them, is likely to be of little avail, as they are too apt to neglect slight warnings, and to present themselves to the surgeon only when many of the chances of saving them are lost.

Yellow fever being the result of an imperfect defecation of the system, a very interesting question arises as to the preceding or concurrent link in the chain of causes. The result of fifteen years residence in yellow-fever countries appears to indicate that this is to be sought, probably, in the diminution in the quantity or a change in the mode of oxigen in the atmosphere at certain periods of the year.

Further to the north in Pará the climate becomes much more unhealthy. Instances have occurred within the last few years of vessels bringing Portuguese colonists in numbers between thirty and fifty each. All the persons have died on board some of those vessels before they were again ready for sea.

Labour.—The question of the labour-supply of Brazil, as in other intertropical countries, is to-day of an importance paramount to oll others. So long as the vast labour-bank of Africa, within a short and fair-weather passage, was open to the unlimited drafts of the Brazilian planters, everything went well. Existing plantations were worked profitably, and new land was put under cultivation in all directions.

With the cessation of the Slave Trade, a new order of things was commenced, and the northern provinces were the first to feel the change.

Within the last ten years upwards of 40,000 slaves have been purchased in the north, and sent to the coffee plantations of the province of Rio de Janeiro, notwithstanding the provincial duty and other charges, which amount to 117 milreis, or 13*l.* 13*s.* sterling per head. Since these figures were compiled many more have left, and the migration still continues. During the same period of time, cholera and small-pox, appearing in epidemic forms, have swept off large numbers of slaves, that portion of the population whose habits and mode of life rendered them the earliest victims.

The importance of endeavouring to supply the place of the rapidly-decreasing labour of slaves has not escaped the notice of the Brazilian Government,

but their efforts towards this end have not hitherto been successful. Out of seventeen agricultural colonies established at the public cost in various parts of the empire, two only are stated by the Minister of Agriculture to be really successful. (Report, 1854–55.) All these colonies were founded in a condition of the world's labour market other than that which exists to-day, and it is extremely doubtful whether these experiments could now be repeated, even if it were thought desirable to make the attempt.

There are three great sections of the world where it is possible to obtain free labour in any quantity, Europe, India, and China. The Portuguese Islands are left out of the estimate, for in spite of the existence of famine there, no emigration to this coast of any importance has hitherto taken place. The inducements that Brazil can offer to European emigrants are completely obscured by the prospect of success in Australia, Canada, British Columbia, and the United States, even if the climate could be successfully struggled against, a question which the following return of deaths from yellow fever among the Europeans employed in the construction of the railway here is calculated to set at rest:—Out of 175 young selected lives, which had passed surgical examination, twenty-six died and ten were sent home disabled by the climate; these men were principally artizans who worked under cover; the number of deaths among the European excavators, of which no exact return can now be obtained, is known to be very large. Mr. Consul Cowper estimated it at the time at upwards of 60 per cent.

The rapid development of the resources of India since the suppression of the Mutiny has made the agricultural labourer as valuable there as he could be in any other part of the world. British Guiana, with abundant capital and Government aid at both extremities of the line of communication, can obtain little but the sweepings of the populations of the towns. Even under these favourable conditions the real agricultural labourer does not present himself for shipment.

In China, which was regarded some years since as the great source whence labour for tropical countries might be obtained, the same conditions are found to exist. Here again the agricultural labourer, accustomed to systematic employment—the only man worth the cost of obtaining—is attached to the soil, and the many enterprises which have been entered into with a view of obtaining Coolies from this source have ended in the agents procuring little but the refuse of the seaboard towns.

Great Britain and France having failed to obtain for their tropical possessions an adequate supply of foreign labour, there is little probability that further attempts under less promising conditions would be successful. In the case of the northern provinces of this empire there is no accumulated capital serving to form a labour fund, even if an external market for labour existed, and the conclusion appears to be inevitable that for many years to come they can count only on the supply of labour to be found actually within their own limits.

By the judicious development of existing resources, it rather seems possible to promote the well-being of these provinces, than by the interminable discussion of projects depending for success upon extraneous assistance, the hope of obtaining which is founded on no solid basis.

Exports.

Sugar.—By the reduction in the number of slaves in this province through the suppression of the Slave Trade, deaths from epidemics, and their exportation to the Southern provinces, it might have been assumed,

* In November 1859, out of 250 Belgian and German workmen employed on railway works principally at Pavão Tunnel, 115 were under medical treatment in one month.

judging from what has almost invariably occured in other countries, that sugar would have shown a sensible and gradual decline in the annual quantity produced. This, happily, has not hitherto been the case, as will be seen by the following Table of the Annual Exports from 1853 to 1863, both years included :—

Years.	Tons.	Years.	Tons.
1853	61,640	1859	71,041
1854	50,628	1860	44,592
1855	66,928	1861	62,936
1856	55,141	1862	65,261
1857	66,169	1863	49,482
1858	59,982		

The cause of the maintenance of this equilibrium is no doubt to be found in the devotion of free labour to this article of produce, and to an extent which has supplemented up to this time the diminution of slave labour.

A most satisfactory arrangement between landowner and labourer is very largely carried out. Free labourers are encouraged by the planters to occupy portions of their estates, to cultivate the cane, deposit it at the boiling-house, receiving in return no wages, but half the quantity of sugar manufactured.

The direct interest which the labourer has by this arrangement in the amount of production cannot fail to have operated largely in maintaining the gross production of the province at its actual quantity.

Whatever may be done, however, to maintain the existing ratio of production, it does not appear that there is any hope at present of an increase of the yearly exports. Many sugar plantations have lately been abandoned for want of labour, according to Dr. Vasconcellos Drummond, whose occupation must give him facilities for acquiring a knowledge of this matter.

In the circular of Senhor Sabino de Mello, a candidate for the office of senator of this province, he says :—"I will devote my serious attention to the desirable end of arresting the decline of agriculture, commerce, and industry, which to the most cursory observation (à olhas vistas) are dwindling away, and call most urgently for means of prevention." ("Diario de Pernambuco," October 23, 1864.)

With a diminishing number of slaves, it is to be regretted that little has hitherto been done towards the adoption of those improvements in machinery and in the manufacture of sugar which are adapted to economise labour.

The sugar estates of this province, with few exceptions, are worked to-day in the traditional manner which prevailed when slaves were a drug in the market, and consequently at the cost of a great misdirection of force.

It must be evident to any one here acquainted with the mode of making sugar adopted in other countries that there is a large field open to the Brazilian planters in the introduction of improved machinery, which under the recent legislation on this subject is admitted free of duty.

One of the causes which appear to operate most unfavourably for the agriculture of the province is the legislation which was intended to favour it. No claim can be prosecuted against the estate of a planter unless the sum claimed amounts to three-fourths of the value of the estate; and although the legislation with regard to the moveables on a plantation does not differ much from the common law, the serving of notices and the prosecution of suits against planters are so difficult that few persons engage in them. The property of a planter therefore enjoys a practical if not a legal immunity from seizure for debt. This, however, is an amount of protection which costs the planter himself a ruinous price, and inflicts a

serious injury on the general interests of the province. While the trader can obtain money at 8 or 9 per cent. from the banker, the planter, with real and moveable property to mortgage, having no credit, is forced to apply to the trader for the pecuniary facilities which he requires, for which he is called upon to pay from 18 to 24 per cent. a year

It is stated on the authority of Senhor Luiz Carvalho, acting inspector of customs at this port, that two-thirds of the plantations of the province are mortgaged with claims at these rates of interest. It does not appear possible to produce sugar profitably under such circumstances, bearing in mind the prices during the last six years, and it is even questionable whether the exceptional prices of the years 1856 and 1857 could support such deductions from profit. There seems to be little doubt that it would be highly advantageous both to the planter and to the merchant if the process for the recovery of debt were simplified. With a prompt means of legal action available to a lender, the planter could obtain money at more reasonable rates; he would be more free in the choice of a factor, and the natural result would be to force many pauper proprietors to dispose of their estates at the market value to persons who might then hope to work them at a reasonable profit.

The great reduction in the quantity of sugar produced in 1863 may be attributed partially to the withdrawal of many free labourers from the sugar plantations, in order to devote themselves to the more promising employment of cotton planting, and still further reductions in the amount of labour available for the cultivation of the cane may be expected in the face of the high prices which are promised for cotton for some time to come.

Cotton.—While the present organisation of labour and its still further probable modification in a sense unfavourable to the profitable cultivation of the cane presents no hope of an increase in the production of sugar, the cultivation of cotton under the stimulus of great prices for the present, and the prospect of remunerating prices for several years to come, appears to offer itself as a means of sustaining the prosperity of the province, which if not actually declining has certainly made no progress for the last few years.

All the circumstances which tell against the cane are in favour of cotton. Its production does not require a costly organisation of labour and machinery, it is not affected by the droughts peculiar to the climate, its cultivation is specially adapted to free labour, persons of all ages and of both sexes can assist in its production and preparation, and the plant is here indigenous to the soil, perennial, bearing two crops a year, and requires but little care when once it has taken root.

Cotton has for many years past been produced in the Northern Provinces of Brazil, but shortly before the great demand for it in 1862, the quantity grown was practically insignificant. In that year the returns showed that the quantity produced was considerably more than double that of 1861. The crops of 1863 exceeded those of 1862 by 4,435 bags, and the produce of the present year (1864) promises to exceed considerably any crop that has previously been grown in the province.

The following is a Table showing the amount of cotton grown in Pernambuco during the last eleven years :—

Years.	Bags of 160 lbs.	Years.	Bags of 110 lbs.
1853	32,608	1859	20,875
1854	16,398	1860	21,407
1855	29,609	1861	15,912
1856	22,542	1862	38,862
1857	31,248	1863	43,297
1858	20,375		

The ratio of increase of production shown in this Table under the stimulus of high prices will doubtless be maintained for some time to come under the same conditions, but these failing, production will again be checked by the cost of transport in a country of vast area almost destitute of roads.

The cotton districts have hitherto been situated at a considerable distance from the coast, some of the most productive upwards of 300 miles. The cost of conveyance of a bale of cotton to market amounted in some instances to the price of a bale of cotton, so that the grower delivered two bales to the carrier, and received the price of one in return. When the late demand for cotton arose, it is stated on good authority that much of the immediate increase which took place in the arrivals at this market arose from the contributions of cotton from the remote districts, which up to that time it had not been profitable to send to the port. It is difficult to see how this obstacle can be overcome. The cost of making and maintaining roads of the cheapest description, over such a vast area, could scarcely be covered if all the revenues of the province were devoted exclusively to the purpose.

Notwithstanding the existence of so many favourable conditions, it therefore seems probable that so long as good or even moderate prices can be obtained for cotton, Brazil will continue to be a considerable contributor of cotton of excellent quality to the European markets, but that the annual quantity produced will again diminish should prices approximate the point reached before the outbreak in the United States.

The exception to this will most likely be found in the cotton planted in considerable quantities for the first time this year at short distances from the coast line; should these plantations prove to be successful, as may reasonably be hoped, the facilities which exist for cheap transport will render the cultivation of cotton remunerative long after it may have ceased to be so in the far interior, and in any case the momentum given to the production of the plant in this part of the world by the present high prices offers a fair prospect of increasing crops for several years to come.

Minor Productions.

Hides.—The production and consumption of cattle during the last ten years, after remaining stationary for some time, has recently suffered a diminution. The following is a return of the number of hides exported during that time :—

Years.	Hides.	Years.	Hides.
1854	133,837	1859	158,975
1855	193,984	1860	165,143
1856	197,025	1861	142,704
1857	207,682	1862	133,787
1858	124,365	1863	107,862

Timber.—The forests of Pernambuco produce excellent timber of many kinds, but as several trees must be cut down before the one that may be required can be obtained, and as there are no roads or ordinary means of transport, Mr. Peniston and other engineers are of opinion that at all places on the sea coast, and at any distance from the forests, foreign timber is cheaper than native. The hardness of four-fifths of Brazilian timber renders it very difficult to work. Some time since a considerable quantity of timber was brought to the coast by the railway, the local market is now glutted, and the timber is not of a kind that it would be profitable to export.

Beans, maize, and mandioca, articles of food of universal consumption,

were formerly produced in large quantities, and the province supplied other districts. It is to-day found necessary to supplement the existing deficiency in production by importations from other provinces, and in the case of maize, a large proportion is imported from the United States.

The following is a return of the gross exports of the province to foreign countries during the financial years ending June 30, from 1858-9 to 1862-3, both inclusive.

RETURN of the Exports from the Province of Pernambuco to Foreign Countries, during the Five Financial Years ended June 30, 1863.

1862–63.

Name of Article.	English Weights and Measures.	Quantity.	Average Prices. £	s.	d.	Value. £	s.	d.
Rum	gallons	411,398	0	0	6	17,432	13	3
Cotton	lbs.	7,202,768	0	1	2	486,897	2	4
White sugar.. ..	,,	30,872,152	0	0	2½	332,553	6	4
Brown sugar ..	,,	75,539,456	0	0	1½	483,476	3	4
Salted hides.. ..	,,	3,923,416	0	0	3¾	53,000	8	6
Dry hides	,,	208,178	0	0	3¾	3,311	13	7
Tanned half hides ..	..	7,030	0	6	3½	2,220	0	7
Diamonds	grains	..		..		..		
Molasses	gallons	115,086	0	0	4	3,445	17	6
Bar gold	ounces	50¼	3	4	9½	162	16	2
Silver	,,	4,720	0	3	7	843	15	10
Other articles ..	..	..		..		19,931	18	1
Total	..	..		..		1,403,075	15	8
Value of exports to other Provinces of the Empire						204,421	17	11
Grand Total						1,607,497	13	7

1861–62.

Rum	gallons	370,974	0	0	7	19,644	10	9
Cotton	lbs.	3,728,544	0	0	8½	135,844	14	1
White sugar ..	,,	40,944,576	0	0	2¾	440,693	12	1
Brown sugar ..	,,	99,303,744	0	0	1¾	712,258	8	7
Salted hides.. ..	,,	3,523,904	0	0	4½	64,227	10	0
Dry hides	,,	40,128	0	0	5¼	875	14	1
Tanned half hides ..	..	4,448	0	5	8½	1,285	12	1
Diamonds	grains	..		..		..		
Molasses	gallons	113,247	0	0	4¼	3,483	6	10
Bar gold	ounces	..		..		..		
Silver	,,	624	0	4	3¾	134	15	8
Other articles ..	..	..		..		9,745	17	11
Total	..	..		..		1,388,194	2	1
Value of exports to other Provinces of the Empire						324,294	10	3
Grand Total						1,712,488	12	4

1860–61.

Name of Article.	English Weights and Measures.	Quantity.	Average Prices. £	s.	d.	Value. £	s.	d.
Rum	gallons	343,884	0	0	9	22,983	3	10
Cotton	lbs.	2,546,752	0	0	6¾	70,292	17	8
White sugar	,,	17,671,008	0	0	3	240,033	1	9
Brown sugar	,,	51,574,880	0	0	2	418,598	7	3
Salted hides	,,	2,794,287	0	0	5¾	65,569	12	1
Dry hides	,,	106,410	0	0	8	3,624	0	5
Tanned half hides	..	6,570	0	6	2½	2,040	1	0
Diamonds	grains	56	0	11	3	31	10	0
Molasses	gallons	135,426	0	0	5	4,942	11	3
Bar gold	ounces	10¾	3	3	10¾	33	9	4
Silver	,,	8,821	0	2	11¼	1,300	12	3
Other articles	..	..		..		8,053	19	6
Total	..	..		..		837,503	6	4
Value of exports to other Provinces of the Empire						537,193	9	5
Grand Total						1,374,696	15	9

1859–60.

Rum	gallons	849,357	0	0	8	33,161	5	3
Cotton	lbs.	4,184,480	0	0	7¼	121,330	7	9
White sugar	,,	21,876,352	0	0	3½	331,644	16	6
Brown sugar	,,	71,050,072	0	0	2¼	641,869	17	0
Salted hides	,,	3,508,255	0	0	6¼	95,720	1	3
Dry hides	,,	48,645	0	0	10½	2,158	9	0
Tanned half hides	..	7,175	0	7	7½	2,739	4	8
Diamonds	grains	..		..		..		
Molasses	gallons	196,743	0	0	5½	7,347	13	4
Bar gold	ounces	..		..		..		
Silver	,,	3,499	0	4	5½	784	13	9
Other articles	..	..		..		12,648	0	0
Total	..	..		..		1,249,404	8	6
Value of exports to other Provinces of the Empir						916,910	8	1
Grand Total						1,866,814	16	7

1858–59.

Rum	gallons	472,047	0	0	7¾	26,560	6	6
Cotton	lbs.	2,670,524	0	0	7¼	75,460	16	3
White sugar	,,	41,292,556	0	0	3	506,562	8	4
Brown sugar	,,	103,526,336	0	0	2¼	894,418	2	8
Salted hides	,,	2,621,245	0	0	5¾	62,103	13	5
Dry hides	,,	6,516	0	0	5¾	156	11	11
Tanned half hides	..	3,714	0	8	10¾	1,656	12	4
Diamonds	grains	..		..		..		
Molasses	gallons	146,964	0	0	5¼	3,210	6	10
Bar gold	ounces	..		..		..		
Silver	,,	3,495	0	4	4½	765	6	11
Other articles	..	..		..		4,738	13	5
Total	..	..		..		1,575,632	18	7
Value of exports to other Provinces of the Empire						417,689	2	3
Grand Total						1,993,322	0	10

Note.—These returns are from official sources. The conversions of Brazilian currency into sterling have been made at the rate of twenty-seven pence per milreis or par.

The annexed return will show the value of produce exported to the following countries during the period of time named :—

Countries.	1862–63. Value.	1861–62. Value.	1860–61. Value.	1859–60. Value.	1858–59. Value.
	£	£	£	£	£
Great Britain	592,722 0 8	613,230 0 11	335,465 10 7	341,854 19 3	590,064 12 9
Sweden and Norway ...	8,125 14 3	9,627 3 9	14,587 15 2	30,252 12 2	20,946 14 11
Holland	23 5 9	1,522 19 9	13 10 0	8,409 0 11	67 10 0
Denmark	...	...	...	...	463 8 4
Hanse Towns	...	1,682 5 4	14 4 7	393 10 2	4 1 0
France	110,994 3 2	223,089 8 9	106,238 9 1	183,299 16 5	219,001 9 11
Spain	116,675 15 6	17,408 18 11	3,405 5 3	7,023 14 7	8,550 13 8
Portugal	209,671 8 2	222,816 14 0	144,687 3 1	203,596 16 8	159,958 5 3
Austria	...	...	...	...	12,878 8 8
Italy	...	28,543 4 10	9,858 3 5	7,135 18 4	35,320 14 5
United States	143,707 9 1	100,517 14 9	39,066 9 9	195,759 18 6	251,228 10 6
Argentine Cnnfederation	168,069 18 9	109,123 10 6	113,435 9 7	201,315 16 1	182,900 7 11
Uruguay	1,700 13 8	6,952 3 8	18,382 3 3	16,283 14 1	711 15 1
Chile	50,745 0 9	52,395 11 7	51,123 15 1	51,047 13 3	89,573 12 2
Other places	640 5 11	1,284 5 4	1,125 7 6	3,030 18 1	3,971 14 9
Total	1,403,075 15 8	1,388,194 2 1	887,503 6 4	1,249,404 8 6	1,575,632 18 7

Imports.

The following are Tables of the quantity and value of the Imports at Pernambuco during the five financial years ended June 30th, 1863, and they show a gradual decrease in the value of imports from 22,784,814 milreis, or 2,563,291*l.* 13*s.*, in 1859, to 15,069,078 milreis, or 1,695,271*l.* 5*s.*, in 1863.

Countries from which Imported.

	1862–63. Value.	1861–62. Value.	1860–61. Value.	1859–60. Value.	1858–59. Value.
	£	£	£	£	£
Great Britain	934,917 8 11	1,145,488 4 7	976,273 18 8	1,105,008 7 10	1,398,942 19 0
Sweden and Norway ...	...	1,607 5 0	...	2,876 7 3	10,945 7 3
Holland	4,503 16 8	4,080 19 5	3,052 1 1	7,468 9 6	13,158 19 11
Hanse Towns	65,965 15 1	60,299 11 0	61,266 8 9	101,536 5 9	136,079 7 3
France	324,987 9 6	377,860 14 5	312,636 8 6	483,363 17 4	529,583 7 3
Belgium	11,841 1 6	7,920 4 10	10,350 6 7	9,899 16 11	10,088 6 9
Spain	25,846 2 5	15,937 11 7	11,506 6 9	9,851 17 6	12,978 11 3
Portugal	98,550 13 4	107,742 8 8	97,287 11 10	127,385 12 0	122,225 16 5
Austria	17,173 18 5	13,562 18 6	13,959 9 8	54,867 15 10	42,131 10 6
Italy	4,197 18 11	13,739 17 1	7,304 13 11	14,541 0 2	23,525 10 1
United States	127,641 18 9	112,988 12 9	156,765 7 9	226,207 11 8	217,826 7 11
Argentine Confederation	25,456 10 7	26,461 12 2	9,531 5 8	3,365 8 4	27,932 4 7
Uruguay	43,019 16 4	49,363 0 4	32,414 6 2	2,287 9 11	9,676 6 2
Chile	...	...	4,387 10 0	...	...
Ports of the Empire ...	11,168 14 7	13,791 16 6	24,117 18 10	8,650 15 6	13,196 18 8
Total	1,695,271 5 0	1,950,844 16 10	1,720,853 14 2	2,157,310 15 6	2,563,291 13 0

ARTICLES.

	1862–63. Value.	1861–62. Value.	1860–61. Value.	1859–60. Value.	1859–59. Value.
	£	£	£	£	£
Oils	9,546 12 7	12,600 8 1	12,559 19 8	14,831 17 7	16,633 9 3
Dried cod and other fish	66,235 1 9	86,498 8 9	137,200 12 9	194,584 19 11	222,081 8 8
Spirituous liquors	16,597 16 2	15,702 12 11	18,632 19 1	19,508 7 0	32,549 7 1
Boots and shoes	19,231 5 5	21,887 0 6	21,460 9 6	43,761 3 11	44,115 14 9
Jerked beef	77,754 6 0	85,245 16 7	55,338 7 10	17,859 6 5	35,198 3 4
Coals	27,046 11 6	19,860 9 9	19,859 15 0	17,850 6 3	25 13 0
Hats	33,423 11 10	53,501 14 2	35,196 2 4	60,205 7 9	64,694 1 10
Hides and skins	10,339 13 0	17,249 5 7	11,764 17 11	16,580 0 6	20,887 3 5
Drugs	9,858 4 10	16,692 15 8	11.923 14 11	17,116 7 11	18,988 10 3
Flour	116,632 1 11	98,659 19 1	134,641 3 7	236,400 8 3	185,728 3 3
Iron ware	38,920 12 4	50,938 4 3	37,166 14 6	69,723 10 11	98,218 0 11
Raw iron	3,140 16 8	3,530 15 11	5,533 1 5	11,685 11 0	21,005 11 4
Earthenware and glass	23,542 3 7	24,185 1 8	16,319 7 8	31,060 5 4	38,590 7 8
Machinery	1,435 14 6	1,383 19 0	3,409 17 7	2,553 7 4	960 3 0
Butter	59,811 11 3	64,936 13 4	60,069 10 6	86,318 3 10	80,879 9 5
Manufactured articles:					
Cotton	610,588 18 8	898,906 10 0	621,924 7 11	632,175 15 3	855,315 1 9
Wool	54,498 2 3	44,691 7 2	46,526 8 3	71,007 18 5	93,103 15 3
Linen	24,783 12 9	30,106 16 8	28,796 13 10	26,974 6 5	47,092 4 2
Silk	22,930 12 6	30,335 5 9	29,449 17 3	68,438 15 2	58,651 0 2
Mixed	37,838 7 3	31,878 19 7	13,202 1 5	28,490 3 9	39,334 15 3
Gold and silver lace	22,683 6 3	21,416 9 1	30,237 17 3	62,360 16 10	142,927 14 10
Paper	12,028 14 5	17,821 17 6	11,992 11 9	6,220 7 3	9,300 14 3
Gunpowder	12,510 0 0	9,318 15 4	10,033 11 10	14,155 12 10	16,022 7 4
Clothing	15,151 9 5	17,719 2 0	17,834 11 11	35,289 2 9	27,421 1 3
Salt	2,850 9 0	2,232 11 3	297 11 8	238 12 3	52 6 10
Wines	53,213 9 10	56,761 8 8	53,145 0 0	54,103 14 6	25,758 4 0
Specie	92,243 2 11	2,820 7 6	99,111 9 1	6,426 6 7	10,675 17 4
Other articles	220,434 16 5	213,962 0 1	177,225 17 0	311,389 19 7	357,081 3 5
Total	1,695,271 5 0	1,950,844 16 10	1,720,853 14 2	2,157,310 15 6	2,563,291 13 0

The business, amounting together with the export trade to an annual value of about 3,250,000*l.*, is divided among eighty-four mercantile houses of various nationalities :—

Brazilian	29	Swiss	3
British	19	Spanish	1
Portuguese	17	Dutch	1
French	6	Danish	1
United States	2		
German	5		84

The operations of several of the Brazilian and Portuguese firms are on a small scale, but with ample deductions on this head there still remains a sufficient number of firms to make the competition very sharp for the purchase of every bale of cotton and every bag of sugar that finds its way here. The normal condition of the market appears to be, with regard to sugar especially, that it would be more profitable to send produce from Liverpool to Pernambuco than hence to Liverpool.

The high prices obtained lately for raw cotton having created a considerable demand for dry goods, three new British houses in this trade have been established. The island of Puerto Rico, with an aggregate of imports and exports nearly equal to those of the province of Pernambuco, and containing a population with similar necessities and tastes, does not contain a single British mercantile house. The contrast offers rather a curious instance of the tendency of trade to run in particular grooves.

The importation of codfish from the British North American Provinces, after having increased annually to a maximum in 1858 of 248,385 drums of 128 pounds, has declined gradually to 94,281 drums in 1863, as will be seen by the following Table :—

Years.	Drums.	Years.	Drums.
1853–54	102,391	1858–59	248,385
1854–55	119,307	1859–60	167,716
1855–56	140,633	1860–61	154,948
1856–57	155,226	1861–62	139,580
1857–58	209,871	1862–63	94,281

The importations of jerked beef from the River Plate and Rio Grande do Sul have increased, as those of codfish have declined, from 275,778 arrobas in 1854 to 1,031,088 arrobas in 1863.

Shipping.—The harbour of Pernambuco, protected by a natural breakwater formed by a reef of soft calcareous and silicious sandstone, is of easy access, commodious, and perfectly safe in all weather.

Various projects have, from time to time, been submitted to the Imperial Government for its improvement and enlargement, but no specific scheme has hitherto been adopted. It would be possible, in the meantime, to effect a great deal at little cost by dredging the bar and deepening the water in the harbour, so as to admit vessels of larger tonnage than can now obtain entrance. No vessel drawing more than 14½ feet can enter at neap tides, or more than 18½ feet at spring tides.

The port is situated near the most easterly point of the land of this continent, and is nearly in the track of vessels proceeding to India, China, Australia, New Zealand, and the South West Coast of America. It is clearly marked out by its position as the point where vessels seeking freight may call, put in to refit, or obtain provisions. All its natural advantages have, however, been neutralized by the heavy charges levied in one form or another on shipping, the arrivals of which are now strictly confined to vessels carrying the imports and exports of the province.

The charges for pilotage and port dues are very high, and upon this point it would, perhaps, be well to let Senhor Luiz Carvalho state the case in his own words, of which the following is a translation:—

"Among the burthens that are suffered here by commerce and navigation, the most onerous are the charges for pilotage over the bar, and for the repeated changes that are made in the mooring of vessels.

"To enter the port and anchor in the harbour, the vessel pays its first tribute. It pays a second in order to pass to the place where vessels are loaded or unloaded, according to circumstances, and pays a third in case of having brought cargo, because, the discharge completed, she must go to the place where vessels are loaded."

This gentleman is of opinion that considerable reductions might fairly be made in these charges, and that although it may not be practicable to greatly diminish the rate of duties, "It cannot be said with regard to certain administrative proceedings that they do not require to be simplified in order to obviate many tedious formalities and delays."

As the Custom-house quays can accommodate but two vessels at a time, almost all vessels are laden and unladen by means of lighters. The lighterage of the port is a virtual monopoly in the hands of two or three persons, and amounts to about 1,500 reis, or 3*s.* 4½*d.* per ton. Within the last eighteen months the masters of several British vessels bringing cargoes of coals have been forced to pay for lighterage a sum nearly equal to that received as freight from England. Three specific attempts have been made within the last few years, by different persons, to break up this monopoly, but the hostility displayed by very influential persons interested in maintaining it was so great that it was found necessary to yield. In the case of Mr. Bayliss, an agent to the contractors for a portion of the railway, the lighters brought from Englaud for employment in his own operations were maliciously sunk in the port.

These lighters can only be employed in the presence of a Custom-house officer on board the vessel using them. The hours fixed by the regulations for this attendance are from 6 A.M. to 10 A.M. In order to economize time, a sum of 10 milreis, about 1*l.* 2*s.* 6*d.* sterling, per diem, is paid to an officer to go on board before the hour fixed by the regulations, every day that the discharge of the vessel may last.

In the loading and discharge of vessels only certain labourers licensed by the port authorities are permitted to be employed. These men are paid at the rate of 4 milreis, or 9*s.* sterling per diem, double the sum, possibly, at which the same amount of labour might be had if the market were open.

Previous to August, 1861, the authorities were said to exact eight formal documents, requiring many certificates, for the entry and clearance of a vessel, so that in no case the consular fees on a British vessel, no matter how small the tonnage, amounted to a lesser sum than 5*l.* 0*s.* 6*d.* These formalities, since the above date, have been dispensed with, and the fees now chargeable under this head are insignificant.

Dues to the amount of 240 reis per ton are levied upon British shipping, for the benefit of the British Hospital. A vessel of 300 tons would, therefore, be called upon to pay under this head 72 milreis, about 8*l.* 2*s.* sterling. These dues are nominally voluntary, but the practice which obtains of inserting them in the accounts of port disbursements, without previously consulting the ship-master, makes them practically compulsory. It will be seen by the following copy of the accounts paid by the owners of the British barque "Netherton," of 250 tons, that these charges, in the aggregate, amount to about twenty-five shillings sterling per ton:—

Pilotage inwards	120$000
Blacks discharging cargo	143 000
Labourers on board	36 000
Cooperage, repairing casks	21 000
Fees to officers facilitating discharge	41 000
Government clearance and despatches	26 000
Hospital dues on 250 tons, at 240 reis	60 000
Pilotage to loading ground	57 000
Consul's fees	13 150
Lighterage account	482 880
Anchorage dues on 407 tons (Brazilian measurement) at 300 reis	122 100
Sealing ship's papers, certificates, stamp duty on freight	31 420
Estividore's account	385 920
Ship-chandler's account	182 460
Water account	11 000
Wharfage on 2,520 bags of sugar, at 80 reis	201 600
Broker certifying manifest	5 000
Sundry petty expenses and towing lighters	27 480
Cash paid to Captain Eales, 20 and 12 milreis	32 000
Pilotage outwards	89 833
Tug-boat	60 000
Brokerage on freight 550*l.*, exchange at 25¾, 5,126 milreis, ½ p. cent.	25 630
	2,175 773
Commission on freight, 3 per cent.	202 971
Exchange at 25¾, 255*l.* 4*s.* 4*d.*)	2,378 744

While no one is permitted to quit the province and the empire without previously advertizing his departure for three consecutive days in the local journals, and obtaining a passport from the authorities, at a cost of 24 milreis, or 2*l.* 14*s.* sterling, all visits to vessels discharging in the port must be made under the order of a competent authority, which costs a sum equal to 5⅔ pence sterling. The tax itself is unimportant perhaps, but the time and labour expended in obtaining it make it a vexatious formality. The commander of a vessel lying in the harbour cannot go on

board the nearest ship unless furnished with this permission, under a penalty of 50 milreis and the forfeiture of the boat.

All these regulations, which foreigners find not only expensive but vexatious, doubtless simplify the collection of duties, but it does not appear that the real interests of the Fisc can be advanced by a mode of doing business which has a tendency to drive away that trade upon which alone a revenue can be based.

Many commanders leave this port with a determination, loudly expressed, of never returning to it if they can possibly help it. Mr. Bailey, of the British barque "Queen," No. 33,596, resigned the command of his vessel rather than bring her to this place.

The accounts rendered for victualling and repairing vessels arriving in distress have been so exorbitant, that the impression appears at length to have been entertained by shipowners that their vessels were plundered here under the colour of a due observance of every formality, and it is notorious that many large firms have given positive instructions to their commanders not to put into Pernambuco in distress unless their vessels were actually in a sinking state.

The improvement of the harbour, and the construction of quays; the reduction of many of the charges referred to, and the total abolition of others; the relief of the trade from useless and vexatious forms; the just treatment of masters of vessels putting in to refit, are all things which it would be possible to do at little cost, and their accomplishment would probably confer a greater benefit on the province in one year than a railway carried into the desert would perform in ten.

Foreign vessels are permitted to carry three cargoes coastwise in one year. Several port charges are remitted in the case of vessels entering to refit.

The following is a return of the entries and departure of shipping during the five financial years ended June 30, 1863:—

ARRIVALS.

	1862–63.			1861–62.			1860–61.			1859–60.			1858–59.		
	No. of Vessels.	Tons.	No. of Crews.	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.
British	167	69,953	4,664	175	72,300	4,077	166	70,124	4,131	145	33,129	1,646	167	38,560	1,931
United States	37	10,085	354	51	13,476	564	51	17,191	604	71	18,686	693	70	18,671	668
Argentine	2	560	21	1	276	11	—	—	—	—	—	—	—	—	—
Austrian	3	939	31	—	—	—	—	—	—	3	905	31	—	—	—
Belgian	1	349	15	—	—	—	1	302	15	2	372	17	2	381	21
Brazilian	3	640	42	1	270	10	—	—	—	2	441	29	5	1,108	60
Bremen	—	—	—	2	496	18	2	666	25	1	311	9	1	300	12
Chilian	—	—	—	2	547	19	—	—	—	—	—	—	1	271	10
Danish	7	1,254	58	12	2,158	118	9	1,745	85	14	2,158	115	18	2,989	152
French	49	35,367	3,030	59	38,506	3,087	53	38,681	3,216	52	13,725	639	43	11,463	538
Greek	—	—	—	—	—	—	1	205	11	—	—	—	—	—	—
Hamburguese	10	1,761	88	12	2,228	120	7	1,167	66	19	3,892	166	20	3,710	191
Hanoverian	3	519	26	3	367	23	2	246	13	4	784	34	6	1,054	49
Spanish	40	7,029	470	22	3,912	246	26	4,413	293	23	4,256	266	38	7,587	448
Dutch	8	1,309	71	8	1,480	55	8	1,433	66	14	2,429	109	13	2,515	116
Italian	6	1,091	63	8	1,563	89	1	176	12	—	—	—	—	—	—
Lubeck	1	301	10	—	—	—	—	—	—	—	—	—	—	—	—
Norwegian	3	1,007	32	2	758	19	1	217	9	—	—	—	3	1,063	35
Oldenburg	—	—	—	—	—	—	3	594	25	2	630	22	—	—	—
Uruguayan	1	133	9	1	217	11	—	—	—	1	149	9	5	1,095	58
Portuguese	55	13,524	723	45	10,613	612	41	15,557	836	63	14,074	784	60	13,303	794
Prussian	—	—	—	1	182	7	1	171	9	4	910	42	2	518	22
Russian	—	—	—	1	419	13	—	—	—	3	1,090	40	—	—	—
Sardinian	—	—	—	—	—	—	3	414	26	8	1,357	87	9	1,907	103
Swedish	6	1,400	56	7	1,695	73	5	1,118	57	7	1,866	85	11	2,269	117
Tuscan	—	—	—	—	—	—	—	—	—	—	—	—	1	124	8
	402	147,221	9,763	413	151,463	9,172	381	154,420	9,499	438	101,164	4,823	475	108,888	5,333

DEPARTURES.

	1862–63.			1861–62.			1860–61.			1859–60.			1858–59.		
	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.	No. of Vessels.	Tons.	No. of Crew.
British	172	86,640	4,561	169	87,946	4,025	166	86,356	4,095	150	52,854	1,793	169	58,583	1,970
United States	36	11,835	321	46	14,169	456	52	22,060	613	70	23,930	718	68	20,375	638
Argentine	2	658	19	1	180	8	—	—	—	—	—	—	—	—	—
Austrian	3	1,180	31	—	—	—	—	—	—	3	1,146	37	—	—	—
Belgian	1	605	13	—	—	—	1	304	10	2	470	17	2	715	20
Brazilian	12	2,618	136	—	—	—	10	2,444	128	10	2,474	133	5	1,126	67
Bremen	—	—	—	2	606	17	2	723	24	1	318	8	1	472	12
Chilenian	—	—	—	2	815	22	—	—	—	—	—	—	1	269	9
Danish	6	1,345	42	12	3,376	101	10	3,123	100	17	4,065	148	18	3,883	147
French	49	38,311	3,118	62	43,182	3,141	51	39,376	3,151	52	18,912	685	40	14,358	524
Greek	—	—	—	—	—	—	1	295	11	—	—	—	—	—	—
Hamburguese	8	1,865	79	10	2,990	101	8	1,790	73	21	5,394	196	17	4,470	165
Hanoverian	3	618	19	3	548	18	3	611	20	6	1,284	52	5	1,357	44
Spanish	37	9,645	431	29	6,872	332	20	4,844	247	21	5,125	240	36	7,417	428
Dutch	7	1,637	50		1,847	63	8	1,851	67	17	4,113	140	12	3,048	103
Italian	7	1,801	72	6	1,772	68	1	326	12	—	—	—	—	—	—
Lubeck	1	407	10	—	—	—	—	—	—	—	—	—	—	—	—
Norwegian	3	1,085	30	2	763	21	1	342	9	—	—	—	3	1,365	35
Oldenburg	—	—	—	—	—	—	3	764	25	2	686	20	—	—	—
Uruguayan	—	—	—	—	—	—	—	—	—	2	489	21	4	1,144	46
Portuguese	55	17,337	676	47	14,891	654	39	17,540	839	64	18,909	837	59	17,382	808
Prussian	—	—	—	1	203	7	—	—	—	4	1,169	33	3	1,176	32
Russian	—	—	—	1	671	13	—	—	—	3	1,527	40	—	—	—
Sardinian	—	—	—	—	—	—	3	603	28	9	2,352	101	9	2,641	105
Swedish	4	1,534	44	8	2,634	82	5	1,754	51	7	2,163	62	9	3,046	93
Tuscan	—	—	—	—	—	—	—	—	—	—	—	—	1	128	8
	406	179,121	9,652	409	183,465	9,129	384	185,106	9,503	461	147,380	5,281	462	144,955	5,254

NOTE.—In these Returns are comprised the arrivals and departures of twenty-four British and French mail-packets a-year since 1860. The increase in the number of seamen after that year is thus accounted for.

Manufactures.—There are no manufactures carried on within the limits of this province, if one soap boiling establishment and one sugar refinery be excepted.

Public Works—Railway.—The railway of this province is the property chiefly of English shareholders. It was registered under 19 and 20 Victoria, cap. 47, with limited liability, and named "The Recife and São Francisco Railway."

The seat of direction is in London, and a resident manager is the representative of the company in Brazil.

The railway is a single line, commencing at Recife and terminating at a spot near the river Una. It is 77½ English miles in extent, and is the first portion of a projected line about 400 miles in length to a spot above the Falls of Paulo Affonço on the river São Francisco. This portion of the undertaking to the river Una has a Government guarantee of seven per cent. per annum; the option of continuing it is secured by charter to the present company, but without any extension of guarantee by Government, and must be claimed within six years from the date of completion of the line as far as it has been carried. Ground was first broken in September, 1856, but the works were not in active operation for several months later.

By their charter the company were bound under a penalty to complete the works within twelve years from the date of their incorporation. They have fulfilled their engagements in this respect, and the entire line has been open for traffic since November 30, 1862.

The original capital subscribed and guaranteed under the imperial concessions has proved insufficient. The works have cost upwards of 1,800,000*l.* instead of 1,200,000*l.* as estimated; upon the excess of capital the company have petitioned the Government, and it seems likely that they will obtain an extension of the guarantee for the further sum of 485,000*l.*, or 1,685,000*l.* in all.

When calls had been made to the extent of 13*l.* per share, a law was passed in the Brazilian Chambers by which the Government was authorized to grant to shareholders of guaranteed railways generally the facility for the conversion of the nominal amount of their shares into bonds of the Internal Public Debt of six per cent at par, or into the External Public Debt at 4½ per cent. at par.

A great many shareholders availed themselves of this privilege, and converted their railway property into Brazilian stock, and the Government became proprietors to the extent of 13,549 shares, when they suddenly revoked the operation of the law, and all further permutations ceased.

All the plant and materials were imported from England, and also the skilled labour, native labour being scant, costly, and available for the roughest description of work only.

The works of this railway are not of a heavy description, the number of cubic yards of earthworks and excavations per mile is less than half of what it is in England. A tunnel about 300 yards long, and five iron bridges across small rivers, constitute its only works.

The line is well constructed on the five feet three inch broad guage system, fishplated throughout, the rails employed are double T rails, weighing about eighty pounds to the yard.

The rolling stock was made by firms of high repute in England, and the construction of the carriages is well adapted to the climate. There is a very costly and complete range of locomotive workshops, where a staff of English and native artificers and labourers is employed in repairing the original rolling stock, and in constructing inferior vehicles, such as goods' waggons, timber trucks, &c. The land for the line and all accessory purposes was obtained by a body of persons who contracted with the company to furnish the necessary quantity for the sum of 35,000*l.*

The line is administered by Englishmen, but the station and train staff are Brazilians. A single telegraphic wire extends along the line, and is available to the public at a moderate tariff.

The original estimate was for a line on the North American system, to cost 540,000*l.* It is a matter of regret that this project was not carried into execution, as it would have demonstrated the practicability of further extensions on the same principle.

It is evident that if Brazil is to be called upon to guarantee seven per cent. upon railway stock, accumulating at the rate of 1,685,000*l.* for every seventy-seven and a half miles completed, through a country requiring no heavy works, that the project of opening up this vast country by means of railways must at once be abandoned, as all the revenues of the empire would be inadequate to defray this item of expenditure alone.

After this enormous outlay on a short line through a tract of land nearly as thickly studded with plantations as any district in the province, it is found with the most economical administration it can barely pay its working expenses, so that the interest on the guaranteed stock becomes to its utmost limits a dead weight on the imperial exchequer.

The following is a return of the receipts and expenditure on this line during the five financial years ended June 30, 1863 :—

Year.	RECEIPTS.				EXPENDITURE.						
	Passenger Traffic.	Merchandize Traffic.	Sundries.	Total.	Maintenance of Way and Works.	Locomotive Expenses.	Coaching Traffic Expenses.	Merchandize Expenses.	General Administration.	Sundries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1858–59 ... ... 19½ miles open	9,621 18 2	3,724 1 1	...	13,345 19 3	4,043 15 10	3,639 4 0	2,688 1 11	1,378 16 9	1,089 11 11	43 17 5	12,883 7 10
1859–60 ... ... 19½ miles open	11,385 16 5	5,494 18 0	...	16,880 14 5	5,876 4 10	4,666 14 3	4,224 0 4	2,657 17 3	879 18 10	548 0 0	18,852 15 6
1860–61 ... ... 36 miles open	13,537 2 11	5,536 3 2	...	19,073 6 1	5,296 9 1	3,419 1 10	5,605 13 5	2,676 14 8	2,695 10 5	573 16 10	20,267 6 3
1861–62 ... ... 36 miles open	19,768 7 10	15,681 7 0	10 2 3	35,459 17 1	5,549 9 1	7,047 13 9	5,000 7 5	4,527 18 4	4,375 11 6	1,282 5 7	27,783 5 8
1862–63 ... ... 77½ miles open	21,335 14 1	20,329 1 11	210 10 2	41,875 6 2	10,431 5 11	9,677 2 1	5,305 10 0	4,763 10 11	5,629 19 10	2,603 1 8	38,410 10 5
Total	75,648 19 5	50,765 11 2	220 12 5	126,635 3 0	31,197 4 9	28,549 15 11	22,823 13 1	16,004 17 11	14,670 13 6	5,051 1 6	118,197 5 8

In countries where time is not money, railways constructed at an immense outlay, running trains consisting of three classes of handsome carriages, at high velocities, through sparsely populated districts, perform no service adequate to their cost, and are simply expensive toys.

It may well be that railways made on the North American system would not succeed here. It seems clear, however, that if the benefit of railways is to be extended to these vast solitudes, it must be by means of inexpensively constructed lines, upon pot sleepers (iron), running few trains, consisting of one class of carriages, with covered trucks for labourers and slaves, at low rates of speed. This might possibly be practicable without serious embarrassment to the national treasury.

Outside the town there are four principal roads, about twenty to twenty-five miles each in length, from the capital leading south towards Rio Formoso, south-west to Victoria or Sao Antao, west to Pas d'Alho, and north to Iguarassu. The total length of road passable during the greater part of the year for wheeled carriages throughout the province is about 130 miles. Of this about one-sixth only is metalled. In clay districts metalling alone will make a passable road; but in districts where the soil is favourable and the drainage is good, a fair road may be made by a proper admixture of clay and sand, provided it has a sufficient rise in the centre. This mixture soon gets beaten hard, and endures a good deal of bad weather before its gives way.

The main traffic of the country is carried on by pack-horses, carrying from 250 to 300 pounds about twenty or twenty-five miles per day, at a charge varying from 6*s.* 6*d.* to 11*s.* 3*d.*

A new iron bridge has lately been constructed in the town of Recife, the capital of the province, over the river Capiberibe, from the designs of Mr. Edwin Clark, by Messrs. Horace Green and Company, contractors. The contract was made for the sum of 250 contos of reis, about 30,000*l.* sterling. The contractors are said to have lost money by this undertaking.

A new iron bridge is in course of construction in the town, over the confluence of the rivers Capiberibe and Beberibe. The work has been undertaken by the Baron of Livramento, a Brazilian, with the assistance of Mr. William Martineau, an English engineer. The contract price has been fixed at 450 contos of reis, about 50,000*l.* sterling.

The town is supplied with water from a reservoir about thirty-three feet above the level of the town, and distant about nine miles. The water is conveyed by a main twelve inches in diameter, and is distributed by thirteen stand-pipes and fountains in different parts of the town, and sold at the rate of about a halfpenny per cubic foot. The ships in the harbour and the villages in the suburbs are supplied by lighters and canoes at the same rate. The works have been executed under the direction of Mr. Bowman, an English engineer. They cost less than the estimate, and yield about fifteen per cent. per annum to the proprietors.

The gas works of Pernambuco have lately been completed by Messrs. Bellhouse, of Manchester, under the direction of Messrs. Law & Blount, civil engineers; there are now (April 1864) 1,100 public lights, and 4,500 private lights, supplied by about forty miles of main pipes from two gas holders of the capacity of 150,000 cubic feet each. The gas is supplied to the public at nine milreis, about 1*l.* sterling, per 1,000 cubic feet.

A concession was granted in 1858 to a Frenchman named Cambronne, for a project for the drainage of the town, but it has not hitherto been carried out, except on a very limited scale.

An attempt is now being made by Mr. Cambronne to form a company in London, with a capital of 200,000*l.*, divided in shares of 20*l.* each,

to execute these works. The plan proposed by M. Cambronne, and hitherto pursued, consists of an apparatus for draining the liquid from the solid ordure, the former is carried away by pipes and the latter is removed periodically in air-tight barrels to a distance from the town. Strong objections are made to the system by the occupants of those houses in which it has been tried.

White ants are as destructive here to the works of the artificer as in most other tropical climates, and no sufficient protection has hitherto been discovered against the ravages occasioned by them. It is said they attack every wood of the country, and even creosoted and Kyanized timber after a lapse of time.

Many woods of Brazil have a reputation for resisting or not inviting their attacks; it was stated, however, a short time since, by the Baron de Livramento, a contractor of the largest experience in the province, that in his opinion no native wood was exempt from their attacks. Mr. Webb, a civil engineer, says, that the opinion which he expressed four years ago in reference to Brazilian public works has been confirmed. He had an opportunity of inspecting timber structures which, when he left Brazil, in 1858, were apparently in a sound condition, and he found them last year in ruins.

In a paper recently written on the decay of materials in tropical climates by the locomotive superintendent of the railway here, Mr. Mann observes, that "since the establishment of the gas works in Pernambuco, the Brazilian engineers and contractors have commenced to pay over with coal-tar the ends of all timber built into the gables of buildings, or in any other position in which it is buried or excluded from the air, and so far apparently with good results."

Until some effective agent for the destruction of the white ant may be discovered, the true economy in the construction of any considerable works in this country would probably be found in the substitution of iron for wood wherever practicable. To this an exception may be made to the use of corrugated iron for roofs, as the tiles of the country make a cooler and better ventilated covering. The materials required to be imported into Brazil for the construction and carrying on of public works, are, iron for rails, chairs, bridges, rolling stock, steel, coke and coal, glass, oil, turpentine, tools, doors, windows, and general stores.

To the question as to the supply of labour, the answer is always returned, that any quantity can be procured. The following Table, prepared by Mr. Peniston, the engineer-in-chief of the railway here, will show how rapidly the price rises when there is any real demand for it. During a portion of the year, moreover, no inducement in the way of high wages will keep the labourers fixed to one spot at a distance from their homes.

Table of Wages.

	s.	d.	s.	d.	
Native labour before the railway works began ..	1	4 to	2	3	per diem.
ditto shortly after	2	3	3	0	,,
ditto when the works were in active progress	3	0	3	9	,,
ditto at present (1862) and for past year ..	2	3	3	0	,,
Native or Portuguese gangers	4	6	9	0	,,
ditto timekeepers and clerks ..	6	9	9	0	,,
ditto carpenters	4	6	5	6	,,
ditto woodsmen	3	9	4	6	,,
ditto bricklayers and masons ..	4	6	6	9	,,
ditto smiths	5	6	6	9	,,
ditto strikers	3	0	3	9	,,
ditto fitters, turners, painters ..	6	9	9	0	,,
English sailors	4	6	6	9	,,
ditto foremen	13	6	18	0	,,

English workmen are usually engaged for three years at a salary rising each year, their passage being paid out and home on the expiration of their engagements, or if invalided before that period.

	£	£	
Watchmen, stablekeepers, and horse drivers	8	to 10	per month.
Smiths, carpenters, bricklayers, and masons	12	14	„
Foremen, platelayers, and engine-drivers	14	16	„

Mr. F. W. Shields, a civil engineer, who came to Brazil five or six years ago to lay out works of some magnitude in the province of Bahia, arrived at the conclusion that all works in Brazil would be more safely estimated, and more satisfactorily carried out, upon the supposition that the materials should be designed and prepared in England in such a manner that they could be put together with the least trouble and labour after their arrival in Brazil. He was led to this conclusion, not only on account of the perishable nature of the timber, and the generally inferior quality of the masonry, but also because, in a hot climate, little reliance could be comparatively placed upon the labour of even the English workmen sent out, as their nervous systems are generally debilitated by the effects of the climate. It was therefore far safer, as a general rule, to design works in the simplest form, with English materials, and have them erected in the country, no matter in what part it might be.

Banks.—There is a branch of the Bank of Brazil, "Caixa Filial," established at Pernambuco, with a paid up-capital of 2,000,000 milreis, 225,000*l.* sterling, in 10,000 shares of 200 milreis, 22*l.* 10*s.*, each. Nearly if not quite the whole of the capital is represented to-day in the portfolio of the bank by the absolutely worthless bills of insolvent persons, to whom its assistance was granted with the most marvellous facility, with the exception of a sum of 600,000 milreis, about 67,500*l.* sterling, the amount of the deficit discovered in the chest when the chief cashier absconded in the month of June 1862. The bank still continues its operations, as the issue of its notes is based on the credit of the Government.

A further deficit of 20 contos of reis, about 2,250*l.* sterling, has lately been discovered in the bank chest.

There is also a bank called "The Novo Banco de Pernambuco." The emissions of this bank are regulated by the provisions of a deceee dated November 11, 1857.

1. It may emit notes payable to bearer to the whole amount of its real capital, subsequently limited to the sum of 1,354,934 milreis, 102,429*l.* 7*s.* 6*d.* sterling, except when prepared to pay gold in exchange for notes.

2. That the emission of 50 per cent. of the capital shall be guaranteed by an equal sum in bonds of the public debt, and shares in railways guaranteed by the State.

3. That the emission of notes to the extent of the remaining 50 per cent. to be guaranteed by an equal sum in *titulos de carteira* (bills discounted), the bank being under the obligation of preserving in its coffers 50 per cent, of the latter portion of the emission in specie or Treasury notes.

That the notes emitted shall not possess a lower value than 25 milreis, or 2*l.* 16*s.* sterling.

A branch of "The London and Brazilian Bank" was established here on the 1st of September, 1863. The gross capital of the bank is 1,500,000*l.*, of which 520,000*l.* has been paid up.

The portion of the capital assigned to this branch is 100,000*l.* This appropriation however is merely nominal, because as much of the capital would be employed at any branch as might appear advantageous to the

bank. The business is conducted as nearly as possible on the system adopted by the London Joint Stock Banks. The rate of discount for bills not having more than four months to run is 8 per cent.

Besides these banks there are several private persons who do a banking business.

The affairs of the Joint Stock Bank of Amorim and Company, which commenced business here on the 12th of March, 1860, and failed on the 16th of June, 1862, are still under liquidation; the liabilities amount to about 165,000*l*.; the value of assets unknown. About 150 law-suits are pending in this matter, and the claims on the estate would probably not realize more than 10 per cent. if brought to the hammer to-day.

With the facilities, or rather the temptation which exists here for persons without capital to overtrade, it was no matter of surprise that a crisis occurred in 1862, in which, among others, five English houses stopped payment.

The conclusion appears to be unavoidable that the action of these banks is opposed to the maintenance of a sound trade, that the limits within which banking facilities are useful have been overstepped, and that the superstructure of machinery which has been raised on an import and export trade of 3,500,000*l*. sterling in the agregate, is too ponderous for the basis on which it has been built.

Pernambuco, August 18, 1864.

RIO GRANDE DO SUL.

Report by Mr. Acting Consul Gollam on the Trade of Rio Grande do Sul, for the Year 1863.

The commerce of the Port of Rio Grande do Sul for the year 1863 will bear favourable comparison with that of any previous year, and a stimulus was given to British shipping in consequence of the trade in American vessels having almost entirely ceased, through the depredations on the Brazilian coast of the "Alabama" and other Confederate cruisers.

Shipping and Navigation.

The following table will show the total number of vessels which crossed the bar during the year :—

INWARDS.

Nation.	Number of Vessels.	Tons.	Crews.
Brazilian	332	83,149	5,121
British	61	7,596	461
Foreign	156	26,640	1,053
Totals	549	117,385	6,635

OUTWARDS.

Nation.	Number of Vessels.	Tons.	Crews.
Brazilian	374	86,348	4,945
British	58	8,187	433
Foreign	167	39,019	1,151
Totals	599	133,554	6,529

This table includes the coasting trade, which, until recently, was confined to Brazilian vessels. The Government now, moreover, allow foreign vessels to load one cargo at any of their ports destined for another Brazilian port, after having delivered which, it is necessary they should make a foreign voyage before again having the privilege of being employed in the coasting trade.

The foreign trade was conducted in the following manner :—

INWARDS.

Countries whence arriving.	Number of Vessels.		
	British.	Foreign.	Total.
Austria	...	1	1
Buenos Ayres	...	10	10
Belgium	1	4	5
France	1	6	7
Hanseatic Towns	...	19	19
Italy	...	1	1
Monte Video	...	34	34
Portugal	9	29	38
Spain	18	55	73
United Kingdom	12	18	30
United States	12	8	20
Totals	53	185	238

OUTWARDS.

Countries whither bound.	Number of Vessels.		
	British.	Foreign.	Total.
Belgium	...	4	4
Buenos Ayres	...	5	5
France	2	11	13
Hanseatic Towns	1	1	2
Monte Video	...	31	31
Portugal	1	9	10
Spain	1	8	9
United Kingdom	40	72	102
United States	12	17	29
Totals	57	158	215

Of the above 112 vessels which cleared for the United kingdom, only 12 were for direct ports, the others having merely to call at some port in the English channel for orders, and doubtless many of them discharged their cargoes in continental ports.

The following Table will show the movement in British vessels at this port during the last five years :—

INWARDS.

	No. of Vessels.	Tons.	Crews.	Value of Cargoes.
				£
1859	49	6,653	372	122,917
1860	38	5,690	312	134,566
1861	32	4,563	256	114,331
1862	42	6,125	314	118,202
1863	61	7,596	461	93,240

OUTWARDS.

	No. of Vessels.	Tons.	Crews.	Value of Cargoes.
		£		£
1859	50	6,825	375	178,216
1860	39	5,765	311	233,975
1861	27	3,746	215	118,224
1862	43	6,303	324	185,424
1863	58	8,187	433	220,205

The falling off in the values of the inward cargoes in 1863 is accounted for by the low price of salt during the year, and of the 61 vessels which entered, 27 or nearly one half, brought cargoes of that article.

It may be appropriate to allude here to an attempt which was made in the beginning of the year to deepen the bar of this port, by means proposed by an American gentleman, which had been successfully adopted by him on the Mississippi. When the apparatus was finished, however, it was found it would not work, the hard and sandy nature of the bottom having offered a resistance which he did not anticipate.

During the year the bar has been in a comparatively good state, but captains bound for this port should be careful not to have their vessels loaded to a greater draught of water than 11 feet or 15 Brazilian palms, as the difficulties are not confined to the bar, after passing which there are still 9 miles of rather intricate navigation before getting to the port of Rio Grande; it is true that for this service there is a good staff of pilots, but the draught of water I have mentioned should not be exceeded.

Only one British vessel was wrecked within the limits of this Consulate during the year, viz., the "Reaper," No. 10,593, of Sunderland, whilst on a voyage from Cadiz to Monte Video; information of the occurrence was duly brought to Rio Grande, and I immediately proceeded to the scene of the wreck, accompanied by the Judge of Commerce, Dr. Canarim.

This disaster occurred close to where the "Prince of Wales" was wrecked in 1861, but I am happy to say no life was lost, and on arrival at the locality I found the captain and crew very comfortably lodged in the house of the Delegate of the district, Senor Velicio Goncalves do Santos, who had promptly rendered every assistance in his power.

Freights for England during the year may be stated at from 45*s.* to 52*s.* 6*d.* per ton of salted hides, and for other produce in proportion.

Trade and Commerce.—The following Tables will show the principal articles of import and export at Rio Grande during the year:—

IMPORTS IN 1863.

Articles.	Quantities or Measures.
Ale	3,365 barrels, and 395 cases.
Biscuits	56 cases, 150 tins.
Butter	445 barrels.
Boots and shoes	87 cases.
Brandy	500 cases, and 4 barrels.
Candles	1,812 cases.
Canvas	22 bales.
Cheeses	48 boxes.
Coals	3,941 tons.
Cement	184 barrels.
Drugs and Medicines	248 parcels.
Earthenware	309 crates.
Flour	24,328 barrels, and 777 bags.
Gin	4,916 cases, and 141 barrels.
Gunpowder	320 cases.
Hardware	2,483 packages.
Lard	2,719 barrels, and 600 half-barrels.
Lime	219 barrels.
Manufactures—Cotton	1,432 packages.
„ Linen	219 „
„ Mixed	254 „
„ Silk	62 „
„ Woollen	598 „
Miscellaneous	1,616 „
Nuts, almonds, &c.	6,361 parcels.
Oil, Lisbon	503 barrels, and 60 cases.
„ Mediterranean	187 barrels, and 620 cases.
„ Linseed	217 barrels.
„ Keresene	484 cases.
Perfumeries	585 „
Pianos	21.
Salt	593,830 alqueires, or 21,200 tons.
Soda	1,125 barrels.
Tar	214 barrels, and 80 half-barrels.
Tea	277 cases.
Turpentine	135 „
Wine, French	492 pipes, 119 half-pipes, 667 cases, and 647 barrels.
„ „ Champagne	590 cases, and 170 baskets.
„ Portuguese	686 pipes, 2,659 barrels, and 306 cases.
„ Spanish	1,908 pipes, 2,659 barrels, 64 half-pipes, and 30 cases.
Vinegar	9 barrels, and 6 pipes.

EXPORTS IN 1863.

Articles.	Quantities or Measures.
Bone ash	8,585 tons.
Hides, dry ox and cow	414,759 hides.
„ salted ditto	471,645 „
„ calf	50,988 „
„ dry horse	998 „
„ salted ditto	29,227 „
Horns, ox	755,149 horns.
„ cow	282,996 „
Grease	12,673 arrobas.
Hair	44,427 „
Wool	36,029 „

Of the above articles of export Great Britain received 400,000 ox hides, 16,500 horse hides, 8,585 tons bone ash, 6,000 arrobas wool, 15,000 arrobas hair, and 10,000 arrobas grease.

Next to hides, the principal article of export from Rio Grande is "Hargre" or dried beef, coastwise, to the northern ports of the empire. In 1863, 2,088,567 arrobas of this article were exported, which at an average price of 2 milreis the arroba gives about 420,000*l.*

I have no data enabling me to give the individual values of the foregoing articles of import and export, but I subjoin the total Custom-house valuations of imports and exports for the year ended June 30, 1863.

Imports	...	...	11,267,968 milreis, or 1,173,800*l.*
Exports	...	...	6,902,274 „ or 719,000*l.*

From which it appears that the imports exceeded the exports during the period in question by about 450,000*l.*

No change has taken place in the tariff during the year, but an attempt is being made in the Chambers at Rio de Janeiro to have a special tariff formed for this province, in consequence of the inducements existing from its contiguity to the Republic of Uruguay (where the duties are less than half) to carry on a contraband trade, and which at present the Brazilian authorities have great difficulty in checking.

The banking facilities of the province are very considerable. In the town of Rio Grande there are four banks, viz, Branch of the Bank of Brazil, Messrs. Mana's Company, Messrs. Duarte Souza Krannichfeldt's Company, and a Branch of the London and Brazilian Bank (Limited); the last of these was only opened at the end of the year, but I doubt not that when fairly started it will prove very advantageous to the commerce of the place. Messrs. Mana's Company have also branches in Porto Alegre and Pelotas, and the Bank of Brazil in Porto Alegre, where besides a Provincial Bank carries on business.

The following are the rates of exchange on London at 90*d.* per cent. during the year:—

January	26½*d.*	per milreis.	July	24¼*d.*	per milreis.
February	26½*d.*	„	August	24½*d.*	„
March	26½*d.*	„	September	25¼*d.*	„
April	26*d.*	„	October	26*d.*	„
May	25½*d.*	„	November	26*d.*	„
June	25*d.*	„	December	26*d.*	„

Agriculture.—The province of Rio Grande do Sul is probably the most capable of agricultural development of any in the empire, the climate is temperate and salubrious, and I believe the soil would with care and attention produce any European crop.

In 1857 the Brazilian Government, with the view of encouraging the cultivation of cereals, offered a premium to any person in the province

raising 100 alqueines of wheat, but I find from the President's last report on the subject, that several parties who had raised the above quantity applied for the prize, which however they did not receive, in consequence of not having fulfilled all the conditions of a subsequent decree of the 14th April, 1860, of which probably they knew nothing; this surely is short-sighted policy; for the Government feeling the necessity of offering the inducement of a premium, should be careful not to repudiate their responsibility on mere technical grounds, as the consequence will inevitably be for the labourer to look upon such treatment as a breach of faith, and turn his attention to other matters.

Vast tracts of country in this province are at present almost inutilized through the want of population, but a step in the right direction was made by the Government in 1824, when they took the means of introducing colonists, of whom it is now calculated there exist in the province about 40,000, principally Germans.

As it may be deemed interesting to trace the progress of the movement, I subjoin some particulars of the colony of Santa Cruz, considered the most flourishing in the vicinity of Porto Alegre.

In the year	1850	it contained	62 inhabitants.
„	1851	„	175 „
„	1854	„	915 „
„	1858	„	2,221 „
„	1862	„	3,367 „
„	1863	„	3,915 „

TABLE showing Quantities of Agricultural Produce raised in the Colony of Santa Cruz, in the Year 1863.

Articles.	Quanties or Measures.	Articles.	Quanties or Measures.
Barley	290 alqueires.	Potatoes	10,000 alqueires.
Beans	32,000 „	Rice	200 „
Cotton	20 arrobas.	Tobacco	17,300 arrobas.
Indian corn	100,000 alqueires.	Wheat	100 „
Peas	520 „		

And the values of exports from the colony during the last five years were :—

In 1859	90,000,000	milreis,	or 9,360*l.*
In 1880	121,000,000	„	or 12,480*l.*
In 1861	195,000,000	„	or 20,280*l.*
In 1862	136,000,000	„	or 13,520*l.*
In 1863	150,000,000	„	or 15,600*l.*

Cotton.—I am glad to be able to report that the natives of the province have commenced to show a desire to cultivate cotton. During the year a considerable quantity of American and Egyptian seed was distributed by the Government, as well as by the firm of Messrs. John Proudfoot and Co. of this city, and from samples I have seen I believe both soil and climate are well adapted for its cultivation.

Mr. Proudfoot, of the firm just mentioned, who may be considered the head of the mercantile community here, and a very enterprising gentleman, has purchased two or three tracts of land close to this town, with the intention of planting cotton on a large scale, and as he will spare neither labour nor expense to give the experiment a fair trial, a great result is almost certain; this will be a great thing for the province, as of course his success will be the best incentive for others to follow his example, and in a few years cotton may thus become one of the principal articles of export from Rio Grande do Sul.

Population and Industries.—The population of this province is esti-

mated at 400,000, of whom 75,000 are slaves. The greater number of the inhabitants are employed in the rearing and tending of cattle, which, from the comparative insignificance of all others, may be considered the sole branch of industry in the province. The "Harqueados" or slaughtering establishments are worked entirely by slaves.

There is, without doubt, an immense deal of mineral wealth in the province, but the want of population and absence of roads prevent proper advantage being taken of it. The only mine which is actually being worked is the coal mine of "Arnois dos Rutos," close to Porto Alegre, the quality of coal from which is said to be nearly equal to English, but I have no statistics as to the quantity extracted during the year.

The privilege for thirty years has been granted for the working of another coal mine about 130 miles from this city, at a place called "Candiata." Some few years hence this may become an important work, but operations have not yet been commenced. Copper and iron have also been discovered in considerable quantities, but their existence is all that can yet be said regarding them.

The gold mines of the province have produced during the year 6,100 ounces, which may be valued at 25,000*l.*

Public Works.—Although no public works of importance have yet been commenced in the province, I think it right to mention an attempt which is being made to have a railway established to the "Candiata" Coal Mines, alluded to under the previous heading. At the commencement of such an undertaking, the first object the promoters have tried to attain is the guarantee of seven per cent., which the Brazilian Government have hitherto granted to public works of this nature; I should mention, moreover, that two per cent. of the seven comes out of the Provincial Treasury, and consequently the approval of the Provincial Chambers is requisite to the measure. This approval the promoters have hitherto failed to obtain, and have carried their case to the Imperial Government at Rio de Janeiro, and if they receive the imperial guarantee (which appears likely), I do not think the Provincial Government will refuse its share, having arranged which, it is, I believe, their intention to try and form a company in England.

It may seem premature in me to offer any observations in the present stage of the affair, and no doubt they will be scarcely necessary, as the British holders of Brazilian railway stock must be tolerably well aware already, from the samples of the Pernambuco and other lines, that their dividends do not exactly come up to what a government subsidy of seven per cent. naturally led them to expect; but as the advantages of the undertaking will no doubt be prominently set forth in the prospectus of the company, it may be well for me to point out some of the disadvantages which in my opinion would render it a bad investment for British capitalists.

In the first place, then, the proposed line would be upwards of 100 miles long, and have to pass through a very thinly-populated district; and this want of population is a double drawback, as it implies little traffic and increased price of labour; it is true that the character of the country is flat, and the opinion of the engineer who surveyed it is, I believe, that the line could be constructed for 4,000*l.* per mile; but, if I am not mistaken, this sum is lower than the cost per mile of the cheapest line in Great Britain, and in this country, of course, all the materials would have to be imported, in itself a very considerable additional item; but to show how far off estimates may be from actual cost, if we take the Pernambuco Line, we find that estimated to cost 800,000*l.*; the sum actually necessary for its completion was 1,600,000*l.*, or about 20,000*l.* per mile. I also remember that the great cause of this enormous difference was a miscalculation of

the price at which labour could be obtained; and judging from the smallness of the estimate, I fear a similar mistake has been made in the present instance, probably 10,000*l.* to 15,000*l.* per mile will prove to be nearer the mark, and in my opinion, the traffic of the district would not be sufficient for a concern requiring the expenditure of so much capital.

It should also be kept in view, that the Government subsidy will be upon a certain specified amount, and if that sum is exceeded in the construction, or if upon completion of the line it is found not to pay its working expenses, the sufferers would be the shareholders. It no doubt would be a splendid thing for the province of Rio Grande do Sul to have a railway, and even the expenditure of the money necessary would in itself be a great stimulus to trade for the time, but I fear that all the advantage to the shareholders would be the satisfaction of having conduced to the prosperity of a foreign country.

It is but right to mention that the promoters of the scheme look to the coal to be brought from the mine as the principal means of profit; now, the consumption of coal in Rio Grande is not worth mentioning, and to bring in Rio de Janeiro, or any of the northern ports, it is necessary the coal laid down there should be cheaper than the English article, but judging from the average rate of freights from this to Rio, I believe it would actually cost the higher of the two.

For a province of the territorial extent of Rio Grande do Sul, with a small and widely-scattered population, I believe that opening up the country by means of ordinary roads intersecting each other would be more generally beneficial than a railway, the advantages of which would to a great extent be confined to one district.

British Consulate, Rio Grande do Sul, July 15, 1864.

RIO DE JANEIRO.

Report by Mr. Consul Westwood, on the Trade of Rio de Janeiro, for the Year 1863.

The year 1863 was one of notable importance to all branches of the trade of this port, considering the various alterations to which they were subject during the course of that period.

The intimate and harmonious commercial relations that unite Great Britain and Brazil were nowise altered or disturbed by the fleeting political phasis which occured during the first days of January of last year, becausc mutual confidence and good faith were speedily re-established.

The realization of the new Brazilian loan for the large amount of 3,300,000*l.* sterling in the London market proves that assertion, but the continuance of the disastrous effects of the civil war in the United States operated disadvantageously upon the principal staple of export from this capital—coffee.

At the same time the attention of Government and of the commercial world was directed more closely to the culture of cotton, so essential to the manufacturing interests of Europe. Possessed of a vast territory, with every variety of climate to enable it to enter into competition with those countries from which consumers have heretofore derived their greatest supplies, and recognising, by the extraordinary reduction of the imports of cotton manufactured goods into the empire, the necessity of profitably employing the natural resources of the country, the Government did not overlook the opportunity or the counsels of prudence to stimulate with all the means at its disposal the propagation of that new and important branch of industry which should substitute in years of agricultural distress the heretofore primary staples of the country, sugar and coffee, the first having suffered considerably from atmospheric revolutions, the second from serious attacks of vermin.

The steps taken to animate the agricultural interests of the country are certainly deserving of praise, towards which, without a doubt, however, other measures wholly dependant on Government are still required to enable this country, essentially an agricultural one, to develope its immense natural resources. It is said that the planters are in want of labourers, the effect of the cessation of the slave traffic, which at one time supplied them in abundance and at an easy cost. I do not agree with such an assertion; and in arguing it will point to the immense progress made by free labour in the flourishing colonies of Rio Grande du Sul, which now supply a great part of the sea-bord with corn and other grain and necessaries of life. The same free labour can be directed towards the culture of the principal and most valuable staples upon the export of which the greatness of this country and of its commerce depends.

It is, however, unfortunately, a fact that this seeming diminished supply of labour in the country discourages, if it does not actually terrify, the majority of people.

The advent of spontaneous emigration, which is much wanted, and the supply of a free laborious class, depend upon administrative measures, which as yet have not been adopted.

The experience of the meagre effects of the importation of free labour, as hitherto carried out, with the exception perhaps of that in the province

of Rio Grande do Sul, is well known. The European labourer will not easily be induced to emigrate in search of a better destiny if in the new country he does not find the advantages and facilities he left in his old home for the disposal of the fruit of his labour, and especially if such emigration tends to accomplish in him a change of his customs, religion, climate, and the means of labour.

In this province, for the great culture of coffee, we see constantly the arrival of slaves purchased in the northern provinces, thereby increasing on this side of the empire the labour of slaves, who are equally employed in handicraft work in its cities; and these slaves thus taken away from other provinces render their substitution here every day more difficult by that of free labour.

In industrial undertakings, in the very public works, slave labour is employed; and if the country suffers from this state of matters, as it is recognised by all, no remedy or assistance (which the State alone can apply) is too great or excessive in benefit of the agricultural interests, which are the constant and surest support of the commerce of Brazil.

Imports into Rio de Janeiro.

The following Tables show the value of foreign imports dispatched for consumption at this Custom-house, and the principal articles on which it depends, the statement being for the twelve months ended on the 30th June, 1863 :—

Articles of Imports.	Currency.	Articles of Imports.	Currency.
	Reis.		Reis.
Armament, &c. ..	171,368$283	Manufactures, woollens .	2,337,861$480
Boots and shoes, &c. ..	760,843 008	,, linens ..	1,069,379 671
Butter	1,009,908 176	,, silks ..	1,020,080 285
Coals	994,561 398	,, mixed ..	982,855 873
Coin, gold and silver ..	1,932,581 500	Oils, various kinds ..	455,415 806
Copper, sheathing, &c. .	354,736 900	Paper	585,185 176
Candles, various qualities	476,308 410	Perfumery	270,660 890
Crockery and glass ware .	962,556 373	Powder	236,674 800
Clothes, ready made ..	1,242,492 538	Paints	375,486 393
Drugs	639,873 730	Soaps	111,837 933
Flour, wheaten ..	2,672,032 050	Salt	352,517 660
Fruit, prepared, &c. ..	208,868 616	Sewing silk thread ..	400,335 350
Fish, cod, &c. ..	459,708 833	Silver, in bars ..	136,000 000
Furniture	279,610 227	Spirits	679,657 420
Hardware	2,669,063 329	Tea	284,413 303
Hats	508,887 683	Rigging	255,948 800
Hides and leather, prepared	735,926 541	Timber, pine-boards, &c.	360,612 489
Jewellery	1,662,940 380	Watches, clocks, &c. .	33,819 833
Jerked beef, salt, dry, &c.	3,165,321 113	Wines	2,789,417 734
Iron, bar, rod, &c. ..	1,256,997 490	Miscellaneous ..	5,823,276 550
Machinery	396,615 700		
Manufactures, cottons ..	8,498,964 659	Total	49,621,604$383

Which at the par exchange of 27*d.* per milrei is 5,582,431*l.* 8*s.* 2*d.*

It is here worthy of remark, in relation to the imports into Rio de Janeiro of manufactured cottons from Liverpool and Southampton, that since the outbreak of the civil war in the United States, a sensible decrease has taken place, as will be seen from the following demonstrations :—

Plain Cottons—Printers', &c.

1861.	Imported	40,958,739	yards.
1862	,, ...	32,301,078	,,
1863	,, ...	7,909,123	,,

Coloured Cotton Cloths.

1861.	Imported	17,094,878 yards.
1862	,, ...	17,122,880 ,,
1863	,, ...	6,240,750 ,,

Coloured Prints or Shirtings.

1861	,, ...	13,618,061 ,,
1862	,, ...	14,847,436 ,,
1863	,, ...	9,762,655 ,,

The total decrease of manufactured cottons during the year 1863 was no less than 15,269 packages less than the previous one.

Demonstration from whence the foregoing values were imported :—

	Reis.
From Great Britain, &c.	25,670,172$415
Austria	390,713 126
Belgium	472,367 420
Argentine Confederation	1,026,256 629
Hanseatic Cities	1,654,771 643
Denmark	24,784 083
Uruguay	2,947,895 609
United States	3,178,112 461
Spain and Possessions	751,638 773
Portugal and Possessions	2,195,162 195
Italy	368,575 702
Sweden and Norway	96,386 173
Ports of the Empire	72,980 863
France	10,771,787 290
Total Imports	49,621,604 383

Exchange at 27*d.*, equal to 5,582,431*l.* 8*s.* 2*d.*

Exports.

Table of the Products of the Port of Rio de Janeiro, Exported during the Financial Year of 1862–63.

Articles.	Quantity.	Values.
		Milreis.
Coffee	Arrobas 6,891,872	45,324,110$000
Diamonds	Oitavas 6,970	2,468,725 400
Cotton wool	Arrobas 6,008	58,351 920
Flour, Mandioca	Alquieras 26,910	24,533 880
Gold dust	Oitavas 10,807½	38,944 500
,, in bars	,, 187,177	737,232 800
Honey	Lbs. 521,080	25,954 000
Hides, dry	,, 430,389	112,317 450
,, salted	Nos. 42,636	340,688 000
Ipecacuanha	Lbs. 42,048	84,096 000
Rum	Galls. 806,689	242,209 960
Rosewood, logs	Doz. 987	439,115 016
Sugar, white	Arrobas 47,244	173,701 430
,, brown	,, 401,541	1,003,854 860
Starch	Lbs. 306,069	15,303 450
Silver, in bars	Oitavas 11,874	2,772 300
Sweetmeats	Lbs. 114,112	39,204 120
Tobacco, roll	Arrobas 91,314	688,706 709
,, leaf	,, 11,129	126,725 100
Tapioca	,, 54,116	108,232 000
Miscellaneous	.. .. ..	755,927 319
Total Exports ..	.. .. ..	52,810,708$214

At exchange, 27*d.* per milrei, equal to 5,899,537*l.* 15*s.* 7*d.*

TABLE showing the Countries to which the above Products were Exported.

Countries.	Total Values.
	Reis.
Great Britain and Possessions	9,194,203$688
Channel—ports not designated	12,181,822 912
France and Possessions	10,333,520 652
United States	9,696,039 860
Portugal and Possessions	1,734,966 743
River Plate States	1,611,929 642
Sweden and Norway	1,913,512 400
Hanseatic Towns..	1,408,765 970
Russia	591,557 070
Italy	339,256 430
,, Mediterranean for orders	701,738 000
Denmark	912,734 400
Belgium	945,497 950
Austria..	374,395 650
Spain	220,453 700
Turkey..	366,668 000
Chili	85,180 100
Mexico..	135,800 000
Sundry ports not specified	62,663 047
Total value exported	52,810,706$214

Exchange at 20*d.* per reis, equal to £5,899,537 15*s.* 7*d.*

As coffee is the great product of this Province, as well as of Minas Geraes and Sao Paulo, the annexed Table of export of that article from this port from the year 1822 to 1863 may be considered interesting, as it is the basis of the trade of this capital :—

Years.	Bags.	Years.	Bags.	Years.	Bags.	Years.	Bags.
1822	152,048	1833	561,692	1844	1,232,935	1854	1,988,197
1823	185,000	1834	560,759	1845	1,191,641	1855	2,408,256
1824	224,000	1835	647,438	1846	1,511,096	1856	2,098,312
1825	183,136	1836	715,893	1847	1,641,560	1857	2,099,780
1826	260,000	1837	607,095	1848	1,710,715	1858	1,830,438
1827	350,000	1838	766,696	1849	1,459,968	1859	2,030,266
1828	364,147	1839	889,324	1850	1,343,484	1860	2,127,219
1829	375,107	1840	1,068,418	1851	2,040,405	1861	2,069,627
1830	391,785	1841	1,028,368	1852	1,906,472	1862	1,485,220
1831	448,249	1842	1,152,608	1853	1,638,210	1863	1,350,109
1832	478,950	1843	1,165,631				

Prices of coffee ruled during the year as follows :—

January ..	For United States	7$100 to	7$300
	Channel	6 950	7 100
	North of Europe	7 100	7 300
February ..	United States	7 100	7 300
	North of Europe	7 350	7 600
	Channel and Mediterranean .	7 100	7 300
March ..	United States	6 900	7 200
	Channel	6 800	7 000
	Mediterranean	6 900	7 000
April	United States	7 000	7 200
	Channel	6 900	7 100
	North of Europe	7 200	7 400
	Mediterranean	6 900	7 200
May	United States	7 000	7 200
	Channel	6 700	7 000
	North of Europe	7 200	7 400
	Mediterranean	6 800	6 900

June ..	For United States	7$100 to 7$300	
	Channel	6 900	7 300
	North of Europe	7 300	7 600
	Mediterranean	7 000	7 100
July	United States	7 200	7 300
	Channel	7 000	7 250
	North of Europe	7 500	7 700
	Mediterranean	7 100	7 300
August ..	United States	7 100	7 300
	Channel	6 900	7 200
	North of Europe	7 400	7 500
	Mediterranean	7 000	7 300
September ..	United States	7 000	7 100
	Channel	6 800	7 000
	North of Europe	7 300	7 400
	Mediterranean	6 800	7 150
October ..	United States	6 800	6 850
	Channel	6 600	6 700
	North of Europe	7 000	7 200
	Meditterranean	6 700	6 800
November ..	United States	6 600	6 750
	Channel	6 300	6 600
	North of Europe	6 900	7 000
	Mediterranean	6 500	6 700
December ..	United States	6 750	6 900
	Channel	6 500	6 700
	North of Europe	6 900	7 100
	Mediterranean	6 600	6 700

Sugar.—This article is only received from the Municipality of Campos, in this province, and its cultivation is insignificant when compared with that of the Northern Provinces of Brazil. The principal consumers are in this city and in the neighbouring towns, leaving but a small quantity for exportation.

In 1863, the exportation was as follows:—

	Boxes.
Channel	1,669
France	804
Great Britain	845
Mediterranean	1,225
Portugal	2,917
River Plate	2,255
Sundry ports	7
Total Exported	9,722

Prices during the year ruled—

	Milreis.
Brown or Muscavado, at from	1$600 to 2$800
Whites, at from	2 800 to 4 800

EXPORTATION of various other Products of the country from the Port of Rio de Janeiro, from the Year 1855 to 1863.

Years.	Rum.	Rice.	Horns.	Hides.	Tobacco.	Sugar.
	Pipes.	Bags.	No.	No.	Packages.	Boxes.
1855 ..	2,621	16,868	128,891	105,236	21,127	8,167
1856 ..	892	2,913	218,541	60,529	28,021	5,756
1857 ..	1,809	5,735	318,031	31,435	27,184	7,317
1858 ..	1,648	2,701	288,931	61,147	19,814	10,620
1859 ..	1,497	405	333,661	81,297	17,709	7,785
1860 ..	944	489	314,716	57,003	31,660	3,235
1861 ..	1,109	1,456	170,586	79,512	23,516	12,335
1862 ..	2,901	417	115,498	70,815	28,714	12,818
1863 ..	2,734	..	283,237	63,944	23,907	9,722

Ruling Rates of Freights during 1863.

Months.	Channel, for orders.		North of Europe.		Mediterranean.		United States.	
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
January ..	47 6 to	60 0	60 0 to	65 0	55 0 to	50 0	45 0 to	50 0
February ..	45 0	60 0	..		47 6	60 0	40 0	52 6
March ..	45 0	52 6	..		52 6	60 0	37 0	50 0
April	47 6	52 6	..		50 0	55 0	40*s.*	
May	30 0	47 6	..		..		30 0	35 0
June	30 0	47 6	..		..		30 0	45 0
July	20 0	40 0	..		25 0	32 6	..	
August . ..	20 0	45 0	37 6	42 6	42 0	45 0	30 0	37 6
September ..	30 0	52 6	42 6	52 6	40 0	55 0	25 0	40 0
October ..	30 0	40 0	..		40 0	55 0	30 0	35 0
November ..	27 6	47 6	45*s.*		35 0	55 0	25 0	45 0
December ..	40 0	50 0	..		45 0	47 6	32 6	45 0

N.B.—The higher and the lower rates of freight very often arise from the size or class of the vessel.

Navigation.

Arrivals and Departures, during the Year 1863, of Foreign and Brazilian Vessels, at the Port of Rio de Janeiro.

Nation.	Arrivals. No.	Crew.	Tonnage.	Departures. No.	Crew.	Tonnage.
British	208	2,734	75,019	212	2,666	74,110
Brazilian	..	..	..	..	..	..
,, long voyages ..	91	1,358	25,474	47	957	15,218
,, coasting ..	1,991	23,712	266,114	2,085	23,129	269,279
Argentine	23	..	4,340	25	..	4,011
Austrian	10	..	3,251	7	..	2,985
Belgian	5	..	1,261	3	..	1,261
Bremen	25	..	7,443	20	..	5,426
Chilian	1	..	409	..	..	..
Danish	91	..	19,183	86	..	18,628
Dutch	20	..	4,368	14	..	3,610
French	75	..	31,769	73	..	29,768
Hamburguese	46	..	13,371	43	..	14,440
Hanoverian	20	..	3,650	14	..	4,078
Italian	28	..	6,236	20	..	6,016
Lübeck	4	..	997	3	..	685
Mecklenburg	3	..	822	7	..	1,032
Oldenburg	10	..	1,867	7	..	1,495
Oriental	..	..	..	..	..	..
Norwegian	37	..	8,142	24	..	7,362
Portuguese	106	..	32,212	95	..	30,369
Prussian	..	..	..	..	..	..
Russian	8	..	1,712	8	..	2,478
Sweden	66	..	15,850	66	..	16,520
Spanish	49	..	10,576	42	..	10,126
United States	83	..	52,549	79	..	53,883
Total	3,000	..	496,616	2,980	..	572,780

The above is exclusive of the mail-steamers from Southampton and Bordeaux.

Money Market of Rio de Janeiro.

REMITTANCES effected during the Year 1863 to Europe.

Months.	Steamers.	Upon London. Amounts.	Upon Paris. Amounts.	Upon Hamburgh. Amounts.
		£	Francs.	Marcs Banco.
January ..	Magdalena, English ..	350,000	500,000	100,000
	Guienne, French ..	380,000	800,000	300,000
February ..	Oneida, English ..	400,000	1,000,000	200,000
	Bearn, French ..	360,000	500,000	200,000
March ..	Parana, English ..	400,000	600,000	300,000
	Navarre, French ..	380,000	700,000	300,000
April ..	Magdalena, English ..	700,000	1,200,000	300,000
	Estremadure, French .	370,000	1,500,000	330,000
May	Oneida, English ..	330,000	1,200,000	60,000
	Guienne, French ..	350,000	2,000,000	150,000
June . ..	Parana, English ..	410,000	1,200,000	150,000
	Bearn, French ..	450,000	800,000	150,000
July	Magdalena, English ..	350,000	1,200,000	160,000
	Navarre, French ..	320,000	1,000,000	300,000
August ..	Oneida, English ..	370,000	500,000	180,000
	Estremadure, French .	450,000	1,000,000	50,000
September ..	Parana, English ..	420,000	1,500,000	200,000
	Guienne, French ..	550,000	1,400,000	200,000
October ..	Magdalena, English ..	560,000	2,500,000	200,000
	Bearn, French ..	270,000	2,000,000	200,000
November ..	Oneida, English ..	750,000	1,800,000	50,000
	Navarre, French ..	450,000	1,000,000	100,000
December ..	Parana, English ..	600,000	2,000,000	100,000
	Estremadure, French .	430,000	1,200,000	..
	Total	10,400,000	29,100,000	4,280,000
	In 1862 ..	10,300,000	31,000,000	4,220,000

COIN exported from Rio de Janeiro during the Year 1863.

Specie.	To Great Britain.	To France.	To Portugal.	To River Plate.
	£	£	£	£
In gold	14,981	32,854	45,297	219,282
In silver	360	213	2,763	7,728
Total	15,341	33,067	48,060	227,010
In 1862	242,360	24,950	16,930	36,590

To Brazilian ports in 1863—	£
Bahia	7,290
Pernambuco	73,395
Rio Grande do Sul	650
Total	81,335

TABLE of the Funds remitted by the Brazilian Government to its Financial Agents in London, during the Year 1863.

Dates.	Exchange.	Sterling.	Dates.	Exchange.	Sterling.
	per milrei.	£		per milrei.	£
January	27¼	150,000	September ..	27⅛	70,000
February ..	27¾	50,000	do. ..	27¼	70,000
March	27⅜	30,000	October ..	27⅜	62,000
April	27½	60,000	do. ..	27½	68,000
May	27⅜	30,000	do. ..	27	200,000
do.	27¼	40,000	do. ..	27⅝	10,000
June	27	50,000	November ..	27	50,000
do.	26⅞	50,000			
July	26⅞	100,000	Total ..	..	1,240,000
August	27	150,000			

STATE of the Funded Internal Debt of Brazil, the operations of which are principally carried on in this City of Rio de Janeiro, on December 31, 1863.

	Emission.	Amortization.	Total in Circulation.
6 per cent. stock—	Milreis.	Milreis.	Milreis.
Rio de Janeiro	77,769,000	3,672,000	74,097,000
do.	1,333,800	161,200	1,172,600
5 per cent stock—			
Bahia	290,200	..	290,200
Pernambuco	63,400	..	63,400
Maranham	36,400	..	36,400
Rio Grande	77,800	..	77,800
Goyaz	41,000	..	41,000
Matto Grosso	156,400	..	156,400
4 per cent. stock—			
Rio de Janeiro	119,600	..	119,600
Total	79,887,600	3,833,200	76,054,400

At exchange 27*d.* per milrei, equal to £8,556,205 15*s.*

STATE of the Foreign Funded Debt of Brazil.

Stock issued on the London market in the years—	Primitive Amount.	Amortization.	In Circulation.
	£	£	£
1824	3,686,200	1,327,600	2,358,600
1839	411,200	86,000	325,200
1852	1,040,600	150,600	890,000
1858	1,526,500	203,200	1,323,300
1859	508,000	80,800	427,200
1860	1,373,000	94,400	1,278,600
1863	3,855,300	..	3,855,300
Total	12,400,800	1,942,600	10,458,200

Public Banks.

The City of Rio de Janeiro possesses several very important public banks, and the yearly transactions of each are of great value.

The Bank of Brazil was instituted by Government, and upon the model of that of France, with such modifications as the nature and circumstances of the country demanded, and its action thereon is very considerable, as it retained the right to appoint the President and Vice-President, the shareholders electing the Directors.

The capital of the bank is 33,000,000 milreis, in 165,000 shares of 200 milreis each, or 4,133,333*l.* 6*s.* 8*d.*, with the right of emission of notes to treble the amount of its capital, but hitherto that right has not been exercised except to the extent of two-thirds of the capital realised.

This bank is bound to redeem the Government Treasury notes in circulation in the empire, at one time to the amount of 56,000,000 milreis, to the extent 2,000,000,000 milreis per annum, receiving a commission for its trouble. Branch banks are established at Bahia, Pernambuco, Maranhao, Para, Sao Paulo, Ouro Preto, and Rio Grande do Sul.

Mana, MacGregor, and Co.—Bank in Commandite, with a branch in London. Capital 600,000*l.*

Rural and Mortgage Bank.—Capital 1,000,000*l.*, with the right of emission to the extent of two-thirds of its capital if protected by bullion, coin, or its value in public stock, or railway shares guaranteed by Government.

London and Brazilian Bank.—Direction in London; capital 1,500,000*l.*, all British, with branches at Bahia, Pernambuco, Santos, and Rio Grande do Sul. This bank does a very important business, and is very well administrated; and although only established in February of 1863, such is the confidence reposed that its monetary transactions during that year amounted to more than 10,000,000*l.* sterling.

Brazilian and Portuguese Bank.—Direction in London; capital 1,000,000*l.*, all British.

This bank has been but lately established, and its operations have already acquired a certain importance.

Besides these public companies, other respectable private banks exist which have a considerable share of the business of this market.

Railway and other Public Companies.

The city of Rio de Janeiro, it must be confessed, has progressed enormously in wealth and in material improvement during the last twelve or fifteen years; indeed, I may well date that improvement from the final cessation of the African traffic in slaves. The large capital once directed to the barter and sale of human flesh in Africa has been more profitably employed at home, for when once that iniquitous trade no longer offered a safe investment to the men stealers, the spirit of enterprise, as well as the improvement of the country, more especially of this capital, was commenced, and has ever since been vigorously prosecuted.

Pedro II. Railway. — Established with a nominal capital of 38,000,000 millreis, or 4,275,000*l.*, with a Government guarantee of 7 per cent. per annum, of which 21,000,000 milreis has been paid. The Government hitherto has contributed the largest amount, and the shareholders not more than 3,000,000 milreis of that amount.

This company has found itself in difficulties, inasmuch as the works have been carried over most difficult grounds, and are considered monumental in their nature; but the undertaking is sound, and will, when completed, render important services to the agricultural and commercial interests of the provinces of Rio de Janeiro, Minas Geraes, and part of San Paulo, which are intimately connected with the interests of this city.

Mana Railroad.—This company, unsubventioned, is wholly Brasilian, and was formed to connect the upper part of the bay of Rio de Janeiro with the "Uniao and Industria" carriage road into the province of Minas Geraes. Capital 2,000,000 milreis, or 225,000*l.* Its extension is about 12 miles. Last dividend paid was 6 per cent., but it has paid as much as 9 per cent.; the decrease arising from the desire shown to form a sinking fund against any eventuality in the future.

Canta-Gallo Railroad.—Capital 2,000,000 milreis, or 225,000*l.*,

wholly Brazilian. This line commences at the upper part of the bay, at Porto das Caixas, in a north-east direction to the foot of the Organ Mountains, for the purpose of facilitating the transport of the produce of the country. It is proposed to bring this line to Nietheroy, the capital of this province, situate opposite to this city.

Uniao and Industria Carriage Road Company.—This company is wholly Brazilian, and its original capital was 5,000,000 milreis, or 645,333*l.*, with a guarantee of 7 per cent on that amount. The line commences at the foot of the Organ Mountains in connection with the Mana railroad, and an excellent road has been constructed up to Petropolis, and from thence to the province of Minas Geraes.

The works are of the best, but the labour has been so expensive that some parts have cost as much as 35,000*l.* per league. A further increase of capital in the shape of loans was granted by Government to the amount of 800,000*l.*, but the company being still in difficulties, a proposition was made to the chambers to authorise Government to take the road from the company, paying the original shareholders the capital disbursed by them.

This city possesses eight steamboat companies, plying daily to various ports situated within the bay; four companies doing provincial coasting service, and the

Brazilian Steam Navigation Company carrying the mails twice a month from this to all the northern ports as far as Para, and a branch also twice a month to Rio Grande do Sul and Monte Video. This company was established in 1834, and has increased its capital to 2,500,000 milreis, or about 280,000*l.*, and possesses ten large steamers. The Imperial Government pays the company the very large annual subvention of 1,000,008 milreis, or about 70,334*l.* 4*s.* 8*d.*

Rio de Janeiro City Improvements Company.—This company was established in London, with a capital of 850,000*l.*, for the drainage of this city, and the first district, containing about 2,200 houses, had just been completed.

The undertaking possesses,—1st, the privilege for ninety years for draining the city.

2nd. The annual payment by Government of 60 milreis, or 6*l.* 5*s.* per house now erected, or to be built hereafter.

3rd. An annual amount by the municipality of 24,000 milreis, or 2,500*l.*, towards the expense of cleansing and maintaining the rain sewers.

4th. The exclusive right of executing all private drainage works in this city, and

5th. Its works to be regarded as public works of the State, and entitled to special facilities and protection.

The totality of the householders in the first district already recognise the comforts and advantages of these indispensable improvements, which cannot fail to have a beneficial effect on the future sanitary condition of this city.

Gas Company, for the lighting of the city. Capital 2,400,000 milreis, or 270,000*l.* This company has a reserved fund of 300,000 milreis, and receives from Government annually a subvention of 55,625*l.*, besides a large contribution from private houses. The last dividend paid was 20 per cent.

In conclusion, I beg to be permitted to add that during the past year the balance of trade was in favour of the country.

Money was abundant, and the currency of Brazil was placed on a par with that of other wealthier nations by the payment in gold for the paper currency issued.

Rio de Janeiro, July 20, 1864.

FRANCE.

RÉUNION.

Report by Mr. Consul Hay Hill on the Commerce, &c., of Réunion for the Year 1863.

THE devastating hurricanes of 1862, and the disease in the cane, have naturally tended to increase the commercial and agricultural distress which began to show itself in 1861.

The crops of 1862 and 1863 barely exceeded one-half of those of previous years; and it is much to be feared that that of 1864 and 1865 will be very little better.

It would appear that up to June, 1864—at which date it is reasonable to suppose nearly the whole sugar crop of the twelve preceding months had left the colony—that 34,988,107 kilogrammes were shipped in 71 vessels to the following destinations :—

Destination.	Weight.	English Weight.
	Kilogrammes.	
Havre	3,963,717	
Nantes	19,051,723	
Bordeaux ..	6,287,452	Tons. cwt. qr. lbs.
Marseilles ..	2,771,347	38,880 2 1 5
Belle Isle ..	673,660	
Australia ..	2,210,208	
Total ..	34,988,107	

During the years 1861, 1862, and 1863, up to the same date in each year (June), the shipments of sugar were as follows :—

Years.	Ships.	Weight.	English Weight.			
		Kilogrammes.	Tons.	cwt.	qr.	lbs.
1861	137	71,113,833	76,193	7	3	22
1862	109	53,366,824	57,178	14	3	5
1863	120	63,910,540	68,475	11	2	8
Total ..	366	188,391,197	201,847	14	1	7

It would be almost impossible to give the exact value of this produce, as the prices are, as elsewhere, affected by the news of each mail from Europe.

Coffee.—The quantity of coffee exported up to December, was :—

	lbs.
1863	24,338
1862	140,618
1861	46,305

The cultivation of this plant has of late been very much neglected.

Vanilla.—Owing to the depreciation in value of vanilla, this plant has not been so much cultivated as in former years.

Cotton.—A considerable extent of land was planted with cotton during the year 1863, but the yield has been so bad and so small as to make it unworthy of notice. This is very much to be regretted, as Réunion has at times produced samples of cotton of finer quality, perhaps

than any place in the world, and of a class highly appreciated in France. Some seed, kindly placed at my disposal by the Manchester Cotton Association, and given by me to various large planters, proved last year year almost a total failure.

Silk.—A society has lately been formed for the encouragement of the silkworm; and the first establishment in the district of St. André is well arranged, but has not, as yet, been productive of any quantity of silk.

Acclimatisation Society.—The Réunion Acclimatisation Society is endeavouring to do all in its power to introduce new plants, trees, and animals useful to the colony, but the general present monetary distress has much tried the hands of the society.

Shipping.—Very few English vessels have arrived at the different roadsteads of Réunion during the last year. The mail steamers of the Peninsular and Oriental Company, and some small crafts from Mauritius, forming the greater part. The excessive duties to which all foreign vessels and cargoes are subjected has been, as ever, the great stumbling-block to any extended trade other than French. The local Government had made an exception in favour of an English steamer, the "Saxonia," plying between Mauritius, Bourbon, and Madagascar, by sanctioning her entrance on the same or even easier terms than most French ships; but I regret to say so many difficulties were afterwards thrown in the way of the owners by parties in Madagascar and Mauritius, that her service between the three islands is to be discontinued.

The withdrawal of the postal subsidy from the Peninsular and Oriental Company, on the Messageries Impériales inaugurating their steamers between this place, Mauritius, Aden, Suez, and Marseilles, will cause almost a total cessation of British intercourse with this island, except, as I venture to hope, the present prohibitive fees and duties be removed, when an extended and large trade might be opened out to Australia, Mauritius, and our other colonies.

Subjoined is a statement of the number, tonnage, and destination of British and French vessels entered inwards and outwards during the year ending December, 1863.

British Vessels Inwards.

Whence.	Vessels.	Tonnage.	Remarks.
Mauritius	38	13,901	Chiefly Mail Steamers of the Peninsular and Oriental Company and small craft.
Elsewhere	3	1,423	
Total	41	15,324	

Foreign Vessels Inwards.

Whence.	Vessels.	Tonnage.	Remarks.
Havre	16	6,235	Vessels from Mauritius frequently only touch these *en route* from India, Europe, South America, and elsewhere, for the purpose of repairs, taking in water and provisions.
Marseilles	21	9,621	
Nantes	18	7,069	
Bordeaux	13	3,990	
Mauritius	34	11,825	
British India	59	25,545	
Pondicherry	3	1,525	
Madagascar, Brazil, &c.	40	11,655	
Total	204	77,465	

British Vessels Outwards.

Whither.	Vessels.	Tonnage.	Remarks.
Mauritius	21	7,683	Almost entirely Peninsular and Oriental Steamers.
Aden	16	7,475	
Australia			
Madagascar..			
Elsewhere			
Total	37	15,158	

French or Foreign Vessels Cleared Outwards.

Destination.	Vessels.	Tonnage.	Remarks.
French India	17	8,059	Vessels to France and Australia generally with Sugar. For India or Mauritius, in Ballast.
British India	33	14,333	
Mauritius	22	4,078	
Havre	9	2,222	To Madagascar with general Merchandise, Rum, &c.
Marseilles	5	2,348	
Bordeaux	12	4,564	
Nantes, St. Nazaire ..	28	8,829	
Madagascar, Australia, &c.	44	9,880	
Total	170	54,313	

Rate of Living.—The rate of living, and high prices of every article of daily consumption, are the same as quoted in my Report of 1862.

Health.—The general health of the island has been excellent, no epidemic or virulent disorder having made its appearance.

Labour.—The want of labourers is still severely felt, in spite of the facilities afforded by Her Majesty's Government under the convention of 1860. The cost of the introduction of the coolies has ranged from 300 to 400 francs per head.

Ports or Harbours.—The hurricanes of 1862 destroyed nearly all the landing places on the north of the island; but, although, of course, they have been to a certain extent repaired, no improved piers or harbour have been made at St. Denis.

The port in course of formation at St. Pierre, on the most southern point of the island, progresses slowly, the dredging machines not being sufficiently numerous or powerful to work very rapidly. It is hoped that this harbour will be available in the course of two years, but I still continue to doubt its ever being of any great service to the public.

Roads.—No new roads have been completed during the last year, the only one under construction being that which is intended to connect St. Denis with La Possession, and is being cut on the side of the cliff which runs round the north-west corner of the island. It is naturally a work of great engineering difficulty and danger to the military labourers employed on it. Many lives have already been lost; and the expenses necessarily incurred will, in the general opinion, never be repaid, even should the road be completed.

Exchange.—The rates of exchange have continued to be much as before. There is, however, as usually, a great scarcity of specie; and the use of every description of foreign gold and silver coinage still prevails.

Réunion, October 31, 1864.

HANS TOWNS.

BREMEN.

Report by Mr. Ward on the Trade of Bremen, for the Year 1863.

The free Hanseatic city of Bremen is even more than Hamburg the emporium of the American trade with Germany. It is connected by railway and by river with the interior of Germany, and has, since acquiring a port of its own at the mouth of the Weser, increased in wealth and commercial importance. It has for many years been the chief continental port for emigration to transatlantic countries, although during the last two or three years the civil war in the United States of America has caused a diminution in the number of persons emigrating from Germany to that country. Having lately visited Bremen and the ports lower down the Weser, I have been enabled to frame the subjoined Report upon its trade in 1863, partly from my own observations, and from information collected on the spot, and partly from the official statistical Tables and other authentic documents. It will be seen that in the year 1863 the imports into Bremen from transatlantic countries had increased as compared with those in 1862; their value amounted (notwithstanding the great decrease in the cotton trade) to thirty-one million dollars gold in 1863, and in 1862 to twenty-nine million dollars gold.

The number of ships which entered Bremerhaven was larger than in 1862, and the Bremen mercantile fleet, which in 1862 was composed of 277 sea-going ships of 90,935 lasts (of 4,000 lbs. each), had increased in 1863 to 302 ships of 103,162 lasts (of 4,000 lbs. each).

The statistical accounts also show that a change has taken place in the commercial relations of Bremen, in so far that the war in the United States has obliged the Bremen merchants to give up trading almost exclusively with America, and to seek for other markets in the east, and more especially in the eastern parts of Asia; and that thereby the trade of Bremen, which city owes its mercantile importance chiefly to its commerce with America, is assuming a different aspect, although a change in the mercantile relations of a great port cannot take place without many persons having to suffer by it, still in the interest of the community at large it must be looked upon as an advantage, when trade assumes a more general character, and thereby attracts to itself fresh capital and new working powers.

I. Shipping and Navigation.

(*a.*) Number of sea-going ships arrived in the seven years 1857—1863:—

	Number of Ships.	Lasts (of 4,000lbs.each)		Number of Ships.	Lasts (of 4,000lbs.each)
1857	2,985	275,105	1861	3,151	290,142
1858	2,929	269,674	1862	2,775	269,803
1859	2,793	282,624	1863	2,947	282,119
1860	2,922	284,158			

(*b.*) Number of sea-going ships departed in the seven years 1857—1863 :—

	Number of Ships.	Lasts (of 4,000lbs.each)		Number of Ships.	Lasts (of 4,000lbs.each)
1857	3,053	277,921	1861	3,100	299,199
1858	3,043	280,837	1862	3,146	286,343
1859	3,100	289,546	1863	3,437	308,556
1860	3,459	305,893			

(*c.*) Ships arrived in 1863, according to their nationality and the countries whence arrived :—

Arrived from.	Bremen.		British.		Hanoverian.		Oldenburg.		Other European.		Other Foreign.		Total.
	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	
Great Britain	121	17	30	1	87	1	35	1	5	—	—	—	299
Hanover	1	1	—	—	312	97	5	4	5	19	—	—	444
Oldenburg	—	3	—	—	14	132	114	134	13	49	—	—	458
Prussia	1	—	—	—	68	—	14	—	238	—	—	—	321
Hamburgh	47	5	—	1	208	9	17	2	44	7	—	—	340
Russia	3	—	—	—	41	—	54	—	28	53	—	—	126
Other European countries	2	5	11	—	231	8	17	2	108	—	1	—	539
United States of America	89	—	5	—	4	—	3	—	1	—	1	—	103
West Indies	36	—	14	—	3	—	15	—	27	—	2	—	97
South America	34	—	17	—	9	—	37	—	31	—	—	—	128
Other foreign countries	32	—	9	—	4	—	12	—	21	—	14	—	71
Total	397		88		1,228		466		750		18		2,947

(*d.*) Ships departed in 1863, according to their nationality and their destination :—

Destination.	Bremen.		British.		Hanoverian.		Oldenburg.		Other European.		Other Foreign.		Total.
	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	Laden.	In Ballast.	
Great Britain	121	5	6	66	15	94	12	—	7	39	—	—	430
Hanover	2	—	—	—	242	115	14	2	12	1	—	—	388
Oldenburg	3	—	—	—	56	7	304	18	4	17	—	—	409
Prussia	—	—	—	—	46	9	—	—	95	27	—	—	227
Hamburgh	43	3	—	—	476	7	34	—	47	24	—	—	635
Russia	—	1	1	—	8	26	9	30	15	4	—	—	99
Other European countries	5	3	3	—	236	114	32	69	401	126	—	5	876
United States of America	91	12	—	—	1	4	1	—	—	—	—	3	112
West Indies	22	11	—	—	1	5	27	7	6	7	1	1	91
South America	19	24	—	—	3	22	14	—	2	—	—	—	88
Other foreign countries	23	24	—	—	—	8	6	—	2	2	2	—	81
Totals													

(*e.*) Ships arrived in 1863, according to nationality, tonnage, and number of crews :—

Nationality.	Number of Ships.	Tonnage.	Number of Crews.
Bremen - -	397	151,504	7,849
British - -	88	14,813	818
Hanover - -	1,228	36,934	3,460
Oldenburg - -	466	27,177	1,940
Other European -	750	42,825	3,291
America - -	13	7,695	248
Other Foreign -	5	971	66
Totals -	2,947	282,119	17,632

(*f.*) Ships departed in 1863, according to nationality, tonnage, and number of crews :—

Nationality.	Number of Ships.	Tonnage.	Number of Crews.
Bremen	424	159,213	8,200
British	92	15,581	853
Hanover	1,471	44,909	4,117
Oldenburg	600	33,984	2.427
Other European	838	49,763	3,696
American	8	4,266	143
Other Foreign	4	840	54
Totals	3,437	308,556	19,490

(*g.*) Ships arrived in 1863, according to the countries whence arrived, tonnage and number of crews :—

Arrived from	Number of Ships.	Tonnage.	Number of Crews.
		Lasts.	
Great Britain	299	60,403	3,450
Hanover	444	7,263	924
Oldenburg	458	9,631	977
Prussia	321	10,998	1,007
Hamburg	340	13,899	896
Russia	126	10,782	766
Other parts of Europe	539	24,019	2,065
United States of America	103	73,633	3,636
West Indies	97	18,734	919
South America	128	18,542	1,203
Other foreign countries	71	28,052	1,210
Totals	2,947	282,119	17,632

(*h.*) Ships departed in 1863, according to their destination, tonnage and number of their crews :—

Bound for	Number of Ships.	Tonnage.	Number of Crews.
		Lasts.	
Great Britain	430	78,549	4,503
Hanover	388	6,150	814
Oldenburg	409	8,566	859
Prussia	227	8,849	758
Hamburg	635	20,880	1,600
Russia	99	8,428	603
Other parts of Europe	876	41,312	3,185
United States of America	112	78,835	3,831
West Indies	91	14,443	959
South America	88	15,589	939
Other foreign Countries	81	25,965	1,351
Totals	3,437	308,556	19,490

(*i.*) Number of sea-going steamers arrived at Bremen in 1863 :—

From	Nationality.	Number of Ships.	Tonnage.
			Lasts.
Hamburg	Bremen	2	680
	French	3	687
	British	1	580
Sweden	Swedish	15	1,443
Great Britain	British	1	561
	Bremen	119	42,552
New York	Bremen	21	41,059
Total in 1863		162	87,553

(*k.*) General return of sea and river-going vessels arrived in 1863 :—

	Ships.	Tonnage.	Number of Crews.
		Lasts.	
Sea-going ships and coasters ..	2,947	282,119	17,632
Fishing-vessels	380	2,484	1,012
Ships from the Lower Weser ..	5,611	194,785	12,120
Ships from the Upper Weser ..	1,383	68,337	5,755
Total	10,321	547,725	36,519

(*l.*) Number of *British* ships *arrived* during the four years 1860—1863 :—

	Number of Ships.	Tonnage.
		Lasts.
1860	90	14,297
1861	120	16,893
1862	73	12,635
1863	88	14,813

(*m.*) Number of British ships *departed* during the four years 1860—1863 :—

	Number of Ships.	Tonnage.
		Lasts.
1860	84	13,480
1861	78	11,180
1862	67	11,631
1863	92	15,581

From the above tables it appears that no considerable increase has taken place in the shipping of Bremen during the last seven years, and that the extent of British shipping has during the last four years remained nearly the same. With respect to the nationality of the ships arriving in the Weser, and departing from it, it is observable that the Hanoverian flag is more frequently seen than any other.

Business in marine assurance has continued to increase largely in Bremen, for whilst in 1863 it amounted to 36,222,800 dollars, and in 1858 to 65,469,400 dollars, it amounted in 1863 to the sum of 85,407,713 dollars. The average rate of premium during the year was about two per cent. The insurance companies at Bremen, as well as the private insurers, are of high respectability, and considered prompt and liberal in their settlement of averages.

The mercantile fleet of the Weser, viz., belonging to Bremen, Hanover, and Oldenburg, respectively, amounted in 1863, in all, to 550 ships, of which

	Ships.		Ships.
Bremen had	302	In 1853 Bremen had ..	237
Oldenburg	183	Oldenburg ..	119
Hanover	65	Hanover	15
Total	550	Total	371

which shows an increase of nearly 200 ships in ten years.

The North-German Lloyd, a company which has four large steamers (of about 800 lasts, of 4,000 pounds, register each) running between Bremerhaven and New York, and four smaller vessels running between Bremerhaven and English ports, realized inconsiderable profits during the year 1863; the surplus was 230,357 dollars gold, which, after deducting the interest paid on the preference stock and on the shipping account, left

a net profit of 36,196 dollars gold, or a dividend of two per cent. on the capital of the company, viz., 1,797,800 dollars gold.

By the line to New York a smaller profit was realized in 1863 than in the previous year, which was chiefly owing to the want of goods for export from Germany. The entire amount of goods exported was equal to 14,300 tons; the number of passengers conveyed to New York was 9,714, which was on an average 462 persons per voyage. The number of passengers *from* New York was, however, considerably less. The receipts of the line of steamers to England were also less than in 1862.

The number of emigrants which left Germany for transatlantic countries, viâ Bremen (Bremerhaven), amounted in the year 1863 to 18,175; their various destinations were as follows:—

Destination.	Number of Ships.	Number of Emigrants.	Destination.	Number of Ships.	Number of Emigrants.
Quebec	2	408	West Coast of Africa .	3	8
New York	71	16,428	Cape of Good Hope ..	1	12
Baltimore	13	1,110	Burmah, China, and Asia.	1	1
Mexico	1	1	Australia	1	3
New Granada	2	2	Honolulu	2	19
Venezuela	3	6			
Brazil	4	90	Total	121	18,175
Buenos Ayres	4	72			
West Indies	13	15	In 1862	122	15,187

According to their nationality the above ships belonged to:—

	No. of Ships.		No. of Ships.
Bremen	108	Other German.. ..	2
British..	—	Other Countries ..	2
Hanoverian	3		
Oldenburg	6		121

The North-German Lloyd steamers conveyed 6,231 emigrants; all the rest were shipped in sailing vessels. Compared with the average number of emigrants conveyed from Bremen during the last ten years, the number in 1863 was small. As a proof of the importance to the Bremen ship-owners and merchants of making Bremen a port of embarcation for emigrants, the circumstance may be mentioned, that a society has recently been established, consisting principally of ship-owners, for encouraging emigration, and has purchased an immense building at Bremerhaven, large enough to afford shelter to above 2,000 emigrants at a time, and provided with a chapel, a hospital, and all other requisite accommodation. According to an ordinance issued by the Senate, on March 25th, 1863, all emigrants must be conveyed from Bremen to Bremerhaven or Geestemünde, either by railway or by steamers (which is a great improvement on the old custom of sending them in small boats and barges from Bremen to the out-ports), and other regulations are laid down relative to the quality of food to be given to the emigrants, and to their treatment during the voyage, which cannot but have a good effect.

The city of Bremen is fifteen German (about seventy English) miles distant from, and about thirty feet above the North Sea. The river Weser, shortly before it reaches Bremen, separates into two different arms, the broader of which is called the Large Weser, and the other the Little Weser; the Large Weser runs through the town of Bremen, dividing it into two parts, which are connected by a stone bridge. Below the town the two arms of the river reunite, and form the Lower Weser, which at

this point is only deep enough for vessels drawing from seven to eight feet water. Sea-going ships are, therefore, in general unable to come up to the city of Bremen, and have to unload their cargoes at some port lower down the river. Before the year 1827 most vessels discharged their cargoes at Brake (in Oldenburg), at that time the only port of consequence on the Lower Weser; but in that year Bremen purchased from Hanover (for the sum of 77,200 dollars gold) a piece of ground on the right bank of the mouth of the Weser, and founded the port of Bremerhaven, which has since become a flourishing town of about 8,000 inhabitants. It might have been supposed that the city of Bremen would, on acquiring the advantage of a port of its own, have done everything in its power to promote trade and navigation at Bremerhaven; but, strange to say, the mother-city on seeing the small port rising rapidly into importance, and that several branches of trade were leaving Bremen and establishing themselves at Bremerhaven, tried during some years to arrest the progress of the latter port. About ten years ago, however, the Bremeners abandoned this mistaken policy, and began to encourage the commerce of their new port. A railway from Bremen to Bremerhaven has been constructed within the last three years, and the harbour and railway accommodations at Bremerhaven will, when completed, be some of the finest and most convenient anywhere existing. The two principal docks, which are able to give shelter to 400 large vessels, are to be enlarged and embanked by massive stone quays, which are to be built of sufficient height to move the goods off the quays directly into the railway carriages, which will convey them from thence to the main line. Along one side of each of these docks three colossal fireproof warehouses are to be erected; into which, by the help of hydraulic cranes, the goods are to be taken directly out of the ship's holds. Lines of railway are to run along the one side of these warehouses, and furnish the means for conveying the goods directly from the warehouses to their several destinations without the trouble of first moving them about on waggons, &c.; on the top-floor of each warehouse a large reservoir is to be constructed for supplying water in cases of fire. The hydraulic cranes and the reservoirs mentioned will be supplied with water by means of a large steam-engine standing between the two docks. All the lines of railway in the harbour are to be connected with each other, and all are to communicate with the main line running to Bremen. The wet-docks which have been constructed, are spacious and deep enough for the largest ships; the average depth, however, of the Weser at the low-water mark at Bremerhaven, is not more than twenty-two feet. There is a small fort (Fort William), occupied by Hanoverian troops, and situated at the entrance of Bremerhaven harbour, and another fort is being built a little below Bremerhaven, which will be able to defend the mouth of the Weser more effectually.

Steamers and small vessels carry on the traffic by water between Bremerhaven and Bremen; the harbour at Bremen is in fact nothing more than the river itself, which is embanked on both sides by stone quays, upon which the vessels arriving discharge their cargoes. Along the quay on the right bank of the Weser, a line of railway has been constructed, on which the goods are taken direct on to the Bremen-Hanover line. Public and private warehouses are built on the water-side, and every other accommodation is afforded to the shipping.

Besides the wet docks mentioned, there are four extensive dry-docks at Bremerhaven, and the ship-building is considerable; during the last year twenty-five vessels were built on the Weser for Bremen account.

The greater number of ships belonging to Bremen are employed in carrying on trade with transatlantic countries, and they are therefore built of large dimensions; the consequence is, therefore, that the trade of the

Weser with European States is carried on principally by Oldenburg and Hanoverian vessels, of smaller tonnage. The Greenland fishery in 1863 was inconsiderable; only four vessels were employed in it, of which three were under the Bremen flag, and were not very successful.

Just above Bremerhaven, and only separated from it by the small river Geeste, lies the Hanoverian port of Geestemünde, for which a great deal has been done by the Government of Hanover. Extensive docks and warehouses, with all the requirements for shipping, have been built there, and all means have been used to induce ships to frequent the port. The great objection to it is, that the entrance to the harbour is constantly blocked up by mud and sand from the river Geeste, which here runs into the Weser, and that engines are, therefore, obliged to be kept continually at work in order to remove these impediments to the navigation. Ships were, however, still induced to make use of Geestemünde harbour on account of the low harbour-dues; and the Government of Bremen, therefore, in order to afford equal advantages to shipping at Bremerhaven, published, on November 17th, 1863, a revised tariff of harbour duties, tonnage duties, sluice duties, pilotage charges, warehousing, and careening charges, &c., for ships frequenting Bremerhaven, which are, upon the whole, very moderate. The harbour-duties on ships moored for a time not exceeding two months, are, if above thirty lasts burthen, 11 grote per last, and on smaller ships, 8 grote per last. If for a time under one month only half harbour duties are payable; if above two months, for each additional month, 1 grot per last. Timber rafts pay two dollars (gold) per month. The state of the lower Weser, viz., between Bremen and Bremerhaven, has for many years been much neglected, and it is only recently that the Weser-bordering States, viz., Hanover, Oldenburg and Bremen, came to an understanding as to the improvement of those parts of the river between Vegesack and Käseburg which most require improvement. The States mentioned have agreed to have the bed of the Weser, between the two places mentioned, deepened (in a width of 100 feet) as much as four feet below the lowest ebb-tide; the costs are to be paid by the three Governments mentioned in equal shares. The execution of this work is to be carried out by Bremen, and the payment of their respective shares by Hanover and Oldenburg to Bremen is to take place in proportion to the progress made in the work. According to a rough estimate, the costs of this work will be about 10,000 dollars (gold).

Besides this undertaking, about 5,000 dollars (gold) are spent annually by Bremen in dredging the bed of the Weser near the City, which is very sandy, and in summer contains very little water. Red buoys mark the navigable water between Bremen and Bremerhaven, which is kept clear by means of small piers built in the river for preventing the accumulation of sand. There are two lighthouses in the Weser, both built and maintained at the expense of Bremen, one at the entrance of the Bremerhaven harbour, and one at the entrance to the mouth of the Weser on the Oldenburg side. The lighthouse at the entrance to the Weser is above 100 feet high, and can be seen at a distance of fifteen or sixteen English miles.

On the 15th of May, 1863, the Government of Bremen adopted the regulations for preventing collisions of ships at sea, agreed upon previously between Great Britain, France, and other maritime powers, and which came into force on June 1st, 1863.

II. *Trade and Commerce.*

The commercial classes of Bremen have long been known for their solidity, circumspection, and activity, and their spirit of enterprise has led to the great increase of the trade of the port during this century. At the end of the last century the number of sea-going ships annually visiting

the Weser was not more than 450, whilst the number in 1863 was about 3000. Although, owing to the disastrous effects of the civil war in the United States of America, trade has rather decreased as compared with former years, still, upon the whole, the state of business is satisfactory. The value of the imports into Bremen in 1863 was 67,145,146 dollars (gold), and that of the exports 60,406,456 dollars (gold), which, compared with the year 1862, is an increase of 144,283 dollars (gold) in the imports, and a decrease of 968,260 dollars (gold) in the exports. The decrease in the exports took place towards the end of the year, when trade began to stagnate, and therefore large quantities of goods remained unsold in the warehouses.

Besides cotton and tobacco Bremen does a large business in other colonial produce, such as rice, sugar, dyewoods, &c. The largest importations appear to be from the United States of America and from Great Britain. The following tables give a general review of the weight and value of the imports and exports in the two years 1862 and 1863, according to the manner in which the goods arrived at, and in which they left Bremen respectively.

A. Imports.

	1862.		1863.	
	Weight.	Value.	Weight.	Value.
	Centners.	Gold dollars.	Centners.	Gold dollars.
1. By Sea	7,177,426	43,601,370	6,639,173	45,375,937
2. By Land	5,154,098	21,585,267	4,405,551	20,062,817
3. By River	3,310,654	1,814,226	3,134,862	1,706,392
Total	15,642,178	67,000,863	14,179,586	67,145,146

B. Exports.

	1862.		1863.	
	Weight.	Value.	Weight.	Value.
	Centners.	Gold dollars.	Centners.	Gold dollars.
1. By Sea	4,390,412	29,108,201	4,324,689	29,089,075
2. By Land	1,854,121	28,264,217	1,839,298	27,733,104
3. By River	752,482	4,002,498	654,731	3,574,477
Total	6,997,015	61,374,916	6,818,718	60,406,656

The value of the imports in 1863 was below that of the average of the five years 1859–63, and the decrease was in pretty equal proportions from all countries, except that from the United States of Ameriea, which was unusually large. The value of the exports in 1863 has likewise decreased as compared with the average of the last five years; the exports to Great Britain, however, were treble the value of what they were in 1859, and double that of the average of the five years 1859–63.

The following two tables show the value of the imports and exports in 1863, arranged according to the countries whence they arrived and whither they were exported, and according to the general description of the goods.

A. IMPORTS IN 1863.

From.	Articles of Consumption.	Unmanufactured Articles.	Partly Manufactured.	Manufactures.	Articles of Industry.	Bullion and Precious Metals.	Total Imports.
	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.
The States of the German Customs' Union.	5,125,839	3,644,757	1,110,147	6,841,318	3,941,689	1,650	20,665,400
Other parts of Europe	2,823,600	7,273,335	1,868,776	1,964,428	1,210,624	183,564	15,324,327
Greenland and British North America ..	860	130,435	..	..	386	..	131,681
United States of America	7,881,258	2,841,019	2,575	8,039	219,824	36,995	10,989,710
Mexico and Central America	118,357	246,890	80	..	20	33,650	398,997
South America	9,176,850	516,399	..	..	355	9,306	9,702,910
West Indies..	4,250,491	464,401	..	..	198	..	4,715,090
Africa	58,522	119,148	..	..	80	..	177,750
Asia	3,293,207	1,199,242	..	550	28,787	..	4,521,786
Sandwich Islands	3,340	513,807	..	..	348	..	517,495
Total	32,732,324	16,949,433	2,981,578	8,814,335	5,402,311	265,165	67,145,146

B. EXPORTS IN 1863.

To.	Articles of Consumption.	Unmanufactured Articles.	Partly Manufactured.	Manufactures.	Other Articles of Industry.	Bullion and Precious Metals.	Total Exports.
	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.	Gold dollars.
The States of German Customs' Union ..	16,347,635	9,959,470	1,914,744	893,907	1,379,574	2,350	30,497,680
Other parts of Europe	12,105,744	4,186,327	191,666	233,066	874,570	33,650	17,625,023
British North America	13,929	..	..	12,082	16,311	..	42,322
United States of America	806,489	583,003	555,873	5,028,604	1,709,073	..	8,683,042
Mexico and Central America	41,213	5,847	12,170	109,678	54,818	..	223,726
South America	372,681	19,300	5,827	355,872	123,146	..	876,826
West Indies..	587,923	18,271	10,694	237,611	89,980	..	944,479
Africa	81,681	21,757	5,408	51,836	45,474	..	206,156
Asia	86,022	48,439	633	56,323	27,946	..	219,363
Australian and Sandwich Islands ..	85,894	20,386	9,788	170,809	62,612	..	349,489
For the equipment of Merchant Ships ..	370,923	153,765	5,670	89,762	118,430	..	738,550
Total	30,900,134	15,016,565	2,712,473	7,239,550	4,501,934	36,000	60,406,656

The exports of manufactures appear, by the latter table, to have been principally directed to the United States of America.

In order to give a more particular insight into the trade of 1863 the following table is subjoined, which shows the quantities and value, with the average market prices (so far as ascertainable) of the undermentioned articles imported in that year.

Articles.	Quantities.	Value.	Average Price per 100 lbs.
		Gold dollars.	Gold dollars.
Cacao .. .. lbs.	178,173	31,532	17·7
Coffee .. .. ,,	8,987,385	1,899,699	21·1 per barrel.
Herrings .. .. barrels	4,816⅝	43,258	9·0
Figs .. .. lbs.	128,637	7,351	5·7
Cassia lignea .. .. ,,	255,958	59,850	23·4
Pepper .. .. ,,	1,597,521	169,532	10·6
Pimento .. .. ,,	977,279	73,514	7·5
Honey .. .. ,,	2,453,469	201,670	8·2
Butter .. .. ,,	4,062,908	933,738	—
Rye-flour .. .. ,,	934,055	30,161	3·2
Wheat-flour .. .. ,,	11,075,848	474,481	4·3
Sago .. .. ,,	1,410,662	82,933	5·9
Lard .. .. ,,	4,094,928	489,123	11·9
Rice .. .. ,,	80,800,109	2,566,717	3·2
Tobacco, unmanufactured, from—			
Akyab .. .. lbs.	3,512	309	8·8
Havannah .. ,,	1,313,933	624,698	47·5
Cuba .. .. ,,	2,722,808	919,873	33·8
Domingo .. ,,	3,590,322	753,189	21·0
Porto Rico .. ,,	2,713,303	339,574	12·5
Brazil .. .. ,,	18,208,098	3,175,944	17·4
Varinas .. .. ,,	150,948	65,711	43·5
Columbia .. ,,	13,494,431	5,019,014	37·2
Florida .. .. ,,	6,300	1,618	25·7
Kentucky .. ,,	17,646,527	3,681,172	20·8
Maryland .. ,,	5,769,995	798,148	13·8
Ohio .. .. ,,	1,320,101	179,968	13·6
Seedleaf .. .. ,,	814,683	174,765	21·5
Virginia .. .. ,,	74,288	15,508	20·9
Dutch .. .. ,,	15,626	3,380	21·6
Tobacco, manufactured .. ,,	269,875	66,088	—
Cigars .. boxes of 1,000 each	33,433	407,374	—
Tobacco stalks, viz.:—			
Kentucky .. lbs.	6,147,471	394,816	6·4
Virginia .. .. ,,	96,141	8,033	8·4
Tea .. .. .. ,,	362,093	170,202	47·0
Raw sugar, viz.:—			
East India .. ,,	2,409,380	169,660	7·0
Havannah and Cuba ,,	8,718,542	639,927	7·3
Muscovado .. ,,	7,754,202	495,478	6·4
Brazil .. .. ,,	1,656,567	106,728	6·4
Refined sugar .. ,,	2,441,804	347,738	—
Cotton Wool .. .. ,,	9,855,605	4,411,809	44·8
Logwood .. .. ,,	6,680,532	125,662	1·9
Fustic .. .. ,,	1,423,479	24,372	1·7
Indigo .. .. ,,	352,311	815,927	231·6
Hides, salt .. .. ,,	1,288,015	164,058	12·7
,, dry .. .. ,,	2,138,807	410,573	19·2
Cocoa-nut Oil .. ,,	1,267,176	189,551	15·0
Linseed Oil .. .. ,,	774,644	99,389	12·8
Palm Oil .. .. ,,	1,406,331	144,923	10·3
Petroleum .. .. ,,	8,683,102	546,767	—
Sheep's Wool .. .. ,,	1,947,864	1,215,237	—
Tallow .. .. ,,	1,959,397	234,092	11·9
Iron plates .. .. ,,	1,623,892	63,000	3·9
Bar iron .. .. ,,	11,611,213	380,738	3·3

Articles.	Quantities.	Value.	Average Price.
		Gold dollars.	
Steel .. .. lbs.	434,266	52,569	—
Cotton yarn and twist .. ,,	1,446,617	873,165	—
Linen yarn .. .. ,,	405,741	260,586	—
Woollen yarn .. ,,	467,165	564,512	—
Cotton manufactures .. packages	12,449	2,628,967	—
Linen manufactures .. ,,	27,620 / 3,627	465,463	—
Woollen cloth . .. ,,	3,911	1,505,407	—
Woollen and part woollen manufactures .. ,,	10,845	2,128,337	—
Silk and part silk manufactures .. .. ,,	1,100	490,793	—
Cast-iron .. .. ,,	3,246,983	116,627	—

Exports.

Articles.	Quantity.	Value.
		Gold dollars.
Cacao .. .. lbs. net	202,871	37,427
Coffee .. .. ,,	7,846,277	1,732,891
Herrings .. .. barrels	3,315 5/8	31,008
Figs .. .. lbs. net	50,338	3,731
Cassia lignea .. .. .. ,,	210,380	61,359
Pepper .. .. ,,	1,720,217	193,238
Pimento .. .. ,,	746,923	59,268
Honey .. .. ,,	1,948,758	173,665
Butter .. .. ,,	2,193,252	511,779
Rye flour .. .. ,,	364,811	12,565
Wheat flour .. .. .. ,,	5,182,661	224,432
Sago .. .. ,,	1,069,923	91,378
Lard .. .. ,,	4,677,161	565,311
Rice .. .. ,,	44,904,247	1,963,518
Tobacco, manufactured—		
Akyab .. .. .. ,,	168,943	19,840
Havannah .. .. .. ,,	1,290,043	767,966
Cuba .. .. ,,	2,580,593	943,106
Domingo .. .. .. ,,	2,876,343	740,210
Porto Rico .. .. .. ,,	3,766,368	554,473
Brazil.. .. .. .. ,,	10,304,278	1,794,205
Varinas .. .. .. ,,	68,899	34,663
Columbia .. .. .. ,,	8,175,301	3,845,388
Florida .. .. .. ,,	91,613	33,022
Kentucky .. .. .. ,,	7,170,049	1,053,013
Maryland .. .. .. ,,	2,397,274	356,528
Seedleaf .. .. .. ,,	4,493,261	1,032,443
Virginia .. .. .. ,,	933,276	171,346
Dutch .. .. .. ,,	18,235	4,068
Tobacco, manufactured .. .. ,,	271,558	67,562
Cigars, Havannah (boxes of 1,000 each) ..	5,876	199,075
,, Bremen .. ,, ,, ..	74,918	1,025,750
Tobacco stalks, viz. :—		
Kentucky .. .. .. lbs. net	3,954,046	260,661
Virginia .. .. .. ,,	1,322,144	133,016
Tea .. .. ,,	217,268	132,374
Raw sugar—		
East India .. .. .. ,,	1,682,140	124,228
Havannah and Cuba .. .. ,,	8,724,538	679,856
Muscovados .. .. .. ,,	2,253,074	163,860
Brazil . .. . ,,	541,540	39,774
Refined sugar—Foreign .. .. ,,	2,488,411	359,644
,, Bremen .. .. ,,	6,219,955	586,037
Cotton wool .. .. .. ,,	9,857,446	4,890,295

Articles.		Quantity.	Value.
			Gold dollars.
Logwood	lbs. net.	4,922,202	96,772
Fustic	,,	2,295,912	46,428
Indigo	,,	310,020	715,607
Hides, salt	,,	1,452,567	186,365
,, dry	,,	1,889,780	373,917
Cocoa-nut oil	,,	1,044,273	161,982
Linseed-oil	,,	510,335	71,786
Palm-oil	,,	1,029,141	115,999
Petroleum	,,	5,643,070	334,746
Sheep's wool	,,	1,975,383	1,097,218
Tallow	,,	1,035,562	128,501
Iron plates—English	,,	127,222	4,552
Bar-iron—English	,,	1,337,708	161,982
,, Swedish	,,	5,473,188	221,005
Cotton yarn and twist—English	,,	303,051	227,064
,, ,, German	,,	1,444,569	653,883
Linen yarn—English	,,	361,820	230,293
Woollen yarn—English	,,	356,891	438,950
,, German	,,	79,331	91,596
Cotton Manufactures—Swiss	packages	553	94,336
,, ,, German	,,	8,910	2,097,993
Linen Manufactures			549,005
Woollen cloth—Austrian	packages	34	46,350
,, Of other German States	,,	2,492	1,302,796
Woollen and part woollen manufactures—			
English	,,	463	120,825
Austrian	,,	45	24,123
German Customs Union	,,	5,052	1,465,488
Silk and part silk manufactures	,,	470	385,481
Cast-iron—German Customs Union	lbs. net	659,168	31,095
,, Bremen	,,	62,423	3,118

The trade in *Corn* and other agricultural produce in the year 1863 was small, as the quantities imported did not much exceed the amount used for home consumption. The imports of *Wheat* were less than in 1862, and it was only in rye that business of any importance was transacted.

The following two tables will show the quantities imported and exported in 1863 :—

1. Imports in 1863.

	Quantity.	Value.		Quantity.	Value.
	Lasts.	Gold dollars.		Lasts.	Gold dollars.
Wheat	2,097	252,427	Beans	377	36,220
Rye	13,343	1,326,530	Peas	290	30,800
Barley	1,683	139,195	Vetches	547,844 lbs.	18,063
Oats	4,223	207,905			
			Total		2,011,140

2. Exports in 1863.

	Quantity.	Value.		Quantity.	Value.
	Lasts.	Gold dollars.		Lasts.	Gold dollars.
Wheat	693	93,115	Beans	208	20,447
Rye	6,184	641,731	Peas	214	27,879
Barley	604	51,908	Vetches	489,666 lbs.	17,287
Oats	1,428	81,666			
			Total		934,033

The chief imports of *Wheat* were from North America ; those from the interior of Germany have decreased during the last few years, as the

number of flour-mills there has largely increased. The exports of *Wheat* from Bremen to England amounted only to thirty-one (corn) lasts. *Rye* was imported chiefly from the east part of Prussia, North America, and Russia; and was exported chiefly to Hanover and Oldenburg. The transactions in the other kinds of corn were inconsiderable and confined to the home market.

As regards the imports from Great Britain in 1863, the following table will show the quantity and value of the different articles.

IMPORTS from Great Britain in 1863.

Articles.	Quantity.	Value.
		Gold dollars.
Amidam .. .. lbs. net	2,468	173
Beer .. .. oxholts	457¾	20,066
Cacao .. .. lbs. net	65,198	11,316
Coffee .. .. ,,	162,615	23,887
Fish .. .. barrels	2,654	21,399
Dried fruit .. .. .. lbs. net	131,048	7,589
Corn .. .. lasts	3	453
Spices .. .. lbs. net	82,886	18,423
Honey .. .. ,,	56,447	5,100
Hops .. .. ,,	4,724	1,850
Provisions .. .. .. ,,	120,699	10,871
Fruit .. .. ,,	1,440	190
Rice .. .. ,,	1,692,741	71,319
Salt .. .. lasts	127	1,159
Aniseed .. .. lbs. net	9,200	700
Molasses .. .. .. ,,	848,054	32,227
Spirits	..	6,428
Tobacco .. .. .. lbs. net	446,863	119,341
Cigars .. .. thousands	65	1,107
Wine, Spanish .. .. .. oxholts	171⅓	17,116
Sugar, East India .. .. .. lbs. net	15,456	1,285
Building materials	..	46,844
Cotton wool .. .. .. lbs. net	7,864,317	3,534,180
Coals .. .. lasts	1,628	80,688
Drugs .. .. lbs. net	1,755,960	98,249
Iron .. .. ,,	3,130,843	31,194
Ivory .. .. ,,	124	177
Dye-stuffs .. .. .. ,,	697,585	680,945
Dyeing materials .. .. .. ,,	78,924	7,243
Feathers (Bed) .. .. .. ,,	800	500
Skins (stag, sheep, &c.) .. .. ,,	15,168	36,647
Hair (Rabbits') .. .. .. ,,	833	4,173
Hides .. .. ,,	352,950	60,592
Hemp, East India mostly, jute .. ,,	1,095,210	72,553
Cork .. .. ,,	58,135	5,857
Rags .. .. ,,	13,515	748
Oils, all sorts .. .. .. ,,	1,516,135	179,761
Pitch .. .. ,,	126,524	1,026
Mother-of-pearl shells .. .. ,,	5,421	603
Plants .. .. cases	15	212
Cane .. .. ,,	978	563
Saltpetre, refined .. .. .. lbs. net	2,677	343
Seeds, all sorts .. .. .. ,,	14,075	810
Sheep's wool .. .. .. ,,	413,563	318,464
Hair, shorn off .. .. .. ,,	9,624	1,011
Silk, raw .. .. .. ,,	4,617	22,025
Silk refuse .. .. .. ,,	140,516	70,269
Shoddy wool .. .. .. ,,	14,764	2,026
Tallow .. .. ,,	20,599	2,535
Animals, living .. .. .. head	35	400
Animal refuse .. .. .. lbs. net	23,240	686
Clay, pipe-clay .. .. .. ,,	520,437	3,076

Articles.		Quantity.	Value.
			Gold dollars.
Train-oil	tons	98	3,287
Wax	lbs. net	436	187
Whale-beards	,,	14,680	21,230
Tin, crude	,,	76,835	25,563
Other unmanufactured articles		..	899
Iron, all sorts	lbs. net	7,537,099	390,826
Copper, all sorts	,,	78,023	20,237
Brass, all sorts	,,	25,636	7,188
Yellow metal	,,	833,905	207,287
Yarn, all sorts, and Twist	,,	1,057,629	930,176
Leather	,,	900	639
Other partly manufactured articles	,,	497	150
Cotton manufactures	cases	710	151,023
Hair cloth	,,	3	282
Hats	,,	7	1,134
Leather cloth	,,	4	583
Linen and linen manufactures		..	122,228
Umbrellas	case	1	220
Silk manufactures	lbs. net	1,024	6,861
Silk and partly silk manufactures	cases	22	4,012
Lace	,,	1	420
Oil-cloth	,,	4	711
Woollen cloth	,,	14	10,884
Woollen and partly woollen manufactures	,,	489	174,930
Other manufactures	,,	244	80,421
Miscellaneous articles of industry		..	556,728
Precious metals and gold	cases	4	183,564
Total value		..	8,580,104

The trade in *Tobacco* was, as usual, large, although North America sent less than in former years. The quality was rather inferior to that of 1862; the prices fell in the beginning of the year, but rose a little in the autumn. West Indian and South American tobacco also fell considerably in price towards the end of the year 1863, owing to its inferior quality. Large quantities of these kinds were, however, imported and remained in the market at a low price, and it was only in November and December that buyers began to re-appear.

The *Coffee* trade was, compared with former years, unsatisfactory and small. Owing to bad harvests in the coffee-growing countries, prices there became too high compared with those in Europe, and the stock at Bremen during the first part of the year was so small that little or no business was done; however, after the great autumnal auctions in Holland, the coffee trade rallied a little, but never attained that importance which used to make it, next to tobacco, the principal branch of business at Bremen.

The sales of raw *Sugar* were good, and the imports were quite equal in quantity to those of former years; the trade in refined sugar has never been of any great importance in Bremen. The sugar refineries in Bremen find it very difficult to compete with the manufactures in the Customs' Union, which use beetroot sugar, an article less variable in prices than colonial raw sugar.

The *Rice* trade of Bremen, second in importance only to that of London and Liverpool, was satisfactory, and as large as in 1862. During the first part of 1863, Bremen importers cleared off very considerable quantities of rice at higher prices than the article fetched in any other place, either in Great Britain or on the continent.

Business in *Tea* was inanimate, owing chiefly to the circumstance that no orders were received from Russia. No direct cargo of tea arrived at Bremen during the year.

Transactions in *Dye woods* and other dying materials were more limited than in former years.

Petroleum, an article rapidly increasing in importance, was imported in very large quantities. Canadian petroleum, owing to its bad smell, was in small demand.

The *Cotton* trade of Bremen has assumed a new aspect, owing to the state of things in North America. Formerly it was America alone that ruled this branch of trade, but during the last two years East Indian cotton has supplanted all other kinds. It cannot, however, be said that business in cotton was of much importance; and all transactions which took place were made with reference to the state of the Liverpool cotton market.

There appears no immediate prospect of the Government of Bremen resolving to join the German Customs' Union, although the junction might be of some advantage to the manufacturing and industrial classes of the Republic. Bremen, as a whole, is likely to remain separated from the German Customs' Union; but certain small portions of its territory have been incorporated in the Union for the better protection of the Customs' frontier, and smuggling offences are punishable within any part of the Bremen territory. There is a custom-house at Bremen within that part of the territory which belongs to the Union.

On the 1st of January, 1863, the import duties of $\frac{2}{3}$ per cent., *ad valorem*, and the export duties of $\frac{1}{3}$ per cent., *ad valorem*, upon goods, were repealed, and in their place a transfer duty was introduced of $\frac{5}{12}$ per cent. upon the purchase money of goods in the State of Bremen, if sold for the first time, and of $\frac{1}{6}$ per cent. if the transfer duty has already been once paid for the same object, and a duty of 1 grot per 100 dollars gold value (equal to $\frac{1}{7\frac{1}{2}}$ per cent.), on goods imported and exported. This small duty of $\frac{1}{7\frac{1}{2}}$ per cent. was established merely for statistical purposes. The transfer duty mentioned above is levied on all sales of moveable articles (including ships) in cases where the vendor belongs to Bremen, and if the object of sale at the time of the sale being concluded is within the Bremen territory. Exempted from transfer duty are—(1), sales which are cancelled before the goods intended to be sold are delivered; (2), sales of living animals, of second-hand furniture, of books, maps, valuable papers, bullion, unwrought gold and silver, and of articles having paid or being subject to the consumption duty; (3), the first sales of Bremen productions of handicraft and sales representing a value of less than 50 dollars gold.

The duty of $\frac{1}{7\frac{1}{2}}$ per cent. on the declaration of goods must be paid by all goods, excepting—(1), those declared in transit; (2), corn, flour, cattle, fresh, smoked, or salt meat conveyed into or out of Bremerhaven for consumption on the spot, or for ships' provisions, and coming from places in the kingdom of Hanover; (3), goods of the same sender or receiver which sent at the same time do not exceed the value of 10 dollars gold, and goods passing through the post-office.

The Bremen Bank.—A bank of discount and deposit was founded in the year 1856, with a capital of 2,500,000 dollars gold (or 405,000*l.*), which is divided into 10,000 shares of 250 dollars gold each. It issues notes of 100, 50, 20, 10, and 5 dollars gold (payable in cash on demand), for one third of the amount of bullion actually in the bank. It has permission to increase its capital to 5,000,000 dollars. The dividend paid by the bank to its shareholders for the year 1863 was at the rate of $5\frac{4}{5}$ per cent.

There are no other banks in Bremen, except two savings'-banks, which are conducted very much on the same principles as similar institutions in England and Germany.

The average rate of discount at Bremen during the year was, for bills at sight 4½ per cent., and for bills at two months and longer sight, up to 6 per cent. per annum was charged.

The average exchange on London during the year for bills payable at sight was, 614·954 dollars gold = 100*l.*; and for bills at two months after sight, 609·413 dollars gold, = 100*l.*

The comparative value of British and Bremen money is:—100 dollars gold equal to 16·257*l.*; or, 100*l.* equal to 615·083 dollars gold.

The average price of gold compared with silver having been in Hamburg as 1 to 15·35, in Berlin as 1 to 15·39, and in London as 1 to 15·37, it results that 100 dollars gold, Bremen currency, were on the average of the last year worth 216·283 marks banco, or 109,567 Prussian silver dollars.

The English equivalents of weights and measures at Bremen are:—

MEASURES.

Bremen.		British.
100 feet	equal to	94·933 feet.
1 ell (2 feet)	„	0·633 yard.
1 square foot	„	0·903 square foot.
1 cubic foot	„	0·857 cubic foot.
1 corn last (40 scheffel)	„	10·200 Imperial quarters.
1 scheffel	„	0·235 „
1 oxholt (30 quarters)	„	46·800 Imperial gallons.
1 quarter	„	1·560 „

WEIGHTS.

100 commercial lbs.	equal to	110·232 lbs. avoirdupois.

SHIP'S BURDEN.

1 ship's last of 4,000 lbs., or 100 cubic feet, is equal to 2 tons.

III. AGRICULTURE.

The soil of the Bremen territory is for the most part sandy, with the exception of a small extent of marsh land. Some little corn is grown upon it, but not nearly enough for the consumption of the inhabitants. The very small extent of the territory (only three and a half square German miles) affords no sufficient scope for agricultural observations.

IV. POPULATION AND INDUSTRY.

The population of the whole Bremen territory, of three and a half square German miles (according to the last census taken in 1862) is 98,575, of which 67,217 persons live in the city of Bremen and its suburbs, 20,923 in the country, 3,942 in the town of Vegesack, and 6,493 in Bremerhaven. The above number (98,575) is double that which was obtained by the census taken in the beginning of this century. The female population of Bremen exceeds the male by about 1,000 souls; the inhabitants according to their religious confessions are:—Lutherans about 63,000, Reformed about 30,000, Catholics about 4,000, Christians of other denominations and Jews about 1,500.

Jews have only recently begun to have their domicile in Bremen, as it was only after 1849 that equal rights were accorded to them in pursuance of the new constitution introduced in that year. However, at this day no Jew can become a Bremen citizen without the special permission of the Senate.

Bremen is not a manufacturing town, owing to the high rates of wages, and to its isolated position in the midst of the territory of the German Customs' Union. On account of this latter disadvantage many cigar manufacturers, who were formerly established at Bremen, have removed

into the territory of the Union. The few cigar factories which continue to work in Bremen, and which employ about 2,000 hands, manufacture merely the better kinds of cigars for exportation to America. There are also a few sugar refineries, soap manufactories, sail cloth, whalebone, and earthenware manufactories at Bremen; also a large distillery, one large iron-foundry, and four asphalt manufactories; in the iron foundry some British workmen are employed, and British iron is still used. But the smaller branches of industry have not yet attained any importance. The contributions sent by Bremen to the International Exhibition held in London in 1862, were inconsiderable. The articles sent consisted chiefly of embroidery, articles of clothing, and furniture, with some new inventions, such as candles with prepared wicks, and new kinds of fire matches.

The number of schools, hospitals, and public aad private charitable institutions in Bremen is very large. Pauperism does not prevail to any great extent, as the means of employment at good wages are easily obtained by the labouring classes.

V. Public Works.

Bremen is already connected by railways with Hanover and with Bremerhaven and Geestemünde. The construction of a railway to Oldenburg has been decided upon by the Government of Oldenburg and Bremen, and the works will be shortly commenced. The railway in question is to connect the towns of Bremen and Oldenburg, in a straight line passing by the small towns of Hude and Delmenhorst. It is then to be continued from Oldenburg to the Prussian naval establishment on the Jahde Bay. Another line of railway is contemplated between Bremen and Hamburg *viâ* Harburgh, but this will not be carried into execution before the bridge across the Elbe between Harburg and Hamburg shall have been built. A direct railway from Bremen to Hamburg would be of great advantage, and as the distance is only about seventy English miles, and the country through which it would pass, is throughout flat and little cultivated, the works might be performed at a small expense. At present the communication between these two cities is carried on by stage coaches, or by the circuitous railway route, *viâ* Hanover

The extensive harbour works now in operation at Bremerhaven have already been noticed. These works will, when finished, cost the Republic of Bremen at least one million dollars gold, or about 160,000*l.* sterling.

A new Exchange is being built by the city of Bremen, which is to be completed in the autumn of 1864. It is a very handsome building in the pure Gothic style, and well fitted for the pnrpose. Its cost is estimated at 300,000 dollars gold (about 50,000*l.* sterling).

VI.—General Remarks.

The question of the renewal of the German Customs Union (Zollverein) has excited equal interest in Bremen as in the other Hans Towns, and perhaps more, as Bremen has a separate treaty with the Customs' Union, dated January 26th, 1856, whereby an entrepôt of the Union was established in the city, and its Government will now have to decide upon the expediency of renewing such separate treaty. Possibly the Government of Bremen may seek to obtain some new conditions in its own favour; but, generally speaking, the prolongation of the Customs' Union, as between Prussia, Hanover, Saxony, &c., upon the basis of a reduced tariff, is looked upon with satisfaction in Bremen; and people hope that the South German States will also come into the new arrangements by the 1st of October, before which day no steps are to be taken by Prussia and the States associated with her for narrowing the existing Customs' frontier.

Under date of the 6th of June, 1864, an Ordinance was published introducing the new German commercial code of laws from January 1st, 1865, in the State of Bremen, the same having been previously published in other States of Germany (in Prussia on June 24th, 1864). The delay at Bremen was the consequence of objections raised by the Burgership, which have at length been overcome.

The finances of the State of Bremen continue in a satisfactory condition. The Revenue and Expenditure of the year 1863 were as follows:—

	Gold dollars.
Total Receipts	1,876,644
Total Expenses	1,849,799
Surplus	26,845

This expenditure included a sum of 437,678 dollars gold, for interest upon the State debt of of the Republic.

The Budget for the year 1864, as laid before the Burgership, was thus estimated:—

	Gold dollars.	Gold dollars.
Receipts.		
Ordinary	1,299,851	
Extraordinary	271,613	
		1,571,464
Expenses.		
Ordinary	1,456,508	
Extraordinary	316,709	
		1,773,217
Showing a deficit of		201,753

to be covered, if necessary, by additional taxes.

The State Budget comprises, of course, the outlay for the Bremen Federal Contingent, which forms a part of the 2nd Brigade of the 2nd Division of the 10th Federal Army Corps, and consists of one battalion of Infantry, 675 men strong, raised by enlistment.

Hamburg, July 31st, 1864.

HAMBURG.

Report by Mr. Consul-General Ward on the Trade of Hamburg, for the Year 1863.

The course of trade at Hamburg and throughout Germany during the year 1863 was steady and regular, without being disturbed by any great fluctuations. An abundant harvest encouraged hopes of a succeeding year of commercial prosperity, and the lull in business which took place towards Christmas was attributable solely to the then prospect of a war with Denmark, from which the trade of Hamburg especially might be expected to be a considerable sufferer. That war is now ended, with much less injury to the navigation of the Elbe and of the Weser than was generally anticipated; and, with the exception of the civil war in America, there seems nothing to prevent the continued progress of the German sea-ports in the successful extension of their maritime commerce.

The official returns show that the number of sea-going ships which frequented Hamburg in the course of last year was the largest on record, and also that the imports, both from foreign countries and the interior of Germany, have very much increased. The measures taken within the last few years for promoting the free navigation of the Elbe, such as the abolition of the Stade tolls and the reduction of the Upper Elbe tolls, could not but contribute to such a result; and the mercantile community of Hamburg is well aware how essential to their interests it is that their port should, not in name only, but in reality, be free to the ships and goods of all nations. With respect to the British proportion of the trade, it is satisfactory to know that British ships and goods have fully participated in the increase of the year; nor has any circumstance occurred from which unfavourable inferences to the British shipowner or manufacturer can fairly be drawn.

The statistical information in this Report has for the most part been taken from the lately printed official Tables, which are very full and well digested. It is only to be regretted that they are not made up at an earlier period of the year succeeding that to which they relate.

The Report has been arranged under the following heads, viz.:—

I.—Shipping and Navigation.
II.—Trade and Commerce.
III.—Agriculture.
IV.—Population and Industry.
V.—Public Works.
VI.—General Remarks.

Shipping and Navigation.

Sea-going Ships.—The total number of sea-going ships which arrived in the port of Hamburg from all parts of the world in the year 1863 was 5,543, and their burthen 481,216 commercial lasts.* In the five previous years the number and burthen of the ships arrived was:—

* See Table of Measures under Head 2.

Year.	Ships Arrived.	Burthen in Commercial Lasts.
1858	4,364	368,220
1859	4,554	377,023
1860	5,029	420,513
1861	5,219	441,075
1862	5,083	433,274
Average of the five years	4,849	408,021

The total number of sea-going ships which sailed from the port in the year 1863 was 5,548, and their burthen 480,696 commercial lasts. In the five previous years, the number and burthen of ships departed was:—

Year.	Ships Sailed.	Burthen in Commercial Lasts.
1858	4,377	369,512
1859	4,594	380,910
1860	5,045	423,487
1861	5,184	437,167
1862	5,054	429,376
Average of the five years	4,851	408,090

Further particulars of the sea-going ships which arrived and sailed respectively in the year 1863 will be found in the subjoined Tables.

A.—Ships Inwards.

From whence.	Number laden.	Number in Ballast.	Total Number.
China, East Indies, and Islands in Pacific ..	37	..	37
Africa	17	..	17
West Coast of America, Argentina, Brazil, Venezuela, and New Granada	203	..	203
West Indies	127	..	127
East Coast of Mexico, United States, British North America, and Greenland.. ..	91	..	91
Great Britain, (not colliers)	1,169	34	1,203
,, (colliers)	1,140	..	1,140
Other countries of Europe and the Levant ..	1,948	777	2,725
Total ships	4,732	811	5,543
Their burthen in commercial lasts ..	435,738	45,478	481,216
Number of Men composing their crews..	49,815	5,310	55,125

The number of these ships, according to their nationality, was thus distributed:—

National Flag.	Ships Laden.	Ships in Ballast.	Total Ships.
Great Britain	1,817	53	1,870
Hanover	944	309	1,253
Hamburg	680	156	836
Denmark	385	117	502
Netherlands	296	77	373
France	147	2	149
United States of America	24	1	25
Other States	439	96	535
Total Ships	4,732	811	5,543

The burthen in commercial lasts of the ships inwards was:—

National Flag.	Ships Laden.	Ships in Ballast.	Total Burthens.
Great Britain	230,576	4,397	234,973
Hanover	16,814	6,114	22,928
Hamburg	94,099	20,284	114,383
Denmark	11,562	6,015	17,577
Netherlands	19,130	2,126	21,256
France	14,500	82	14,582
United States of America	10,418	184	10,602
Other States	38,639	6,276	44,915
Total Commercial Lasts ..	435,738	45,478	481,216

The number of men composing the crews of the ships was:—

National Flag.	Ships Laden.	Ships in Ballast.	Total Men.
Great Britain	25,581	541	26,122
Hanover	2,667	936	3,603
Hamburg	10,664	2,126	12,790
Denmark	1,691	715	2,406
Netherlands	2,301	265	2,566
France	1,967	12	1,979
United States of America	517	12	529
Other States	4,427	703	5,130
Total number of Men	49,815	5,310	55,125

B.—Ships Outwards.

Destination.	Number Laden.	Number in Ballast.	Total Number.
Australia, Islands in Pacific, China, and East Indies	80	4	84
Africa	17	2	19
West Coast of America, Argentina, Brazil, Venezuela, and New Grenada	242	4	246
West Indies	84	3	87
East Coast of Mexico, United States, and British North America	115	8	123
Great Britain	1,056	1,327	2,383
Other European Countries	1,728	878	2,606
Total Ships	3,322	2,226	5,548
Their burthen in Commercial Lasts ..	316,045	164,651	480,696
Number of Men composing their crews	38,954	16,132	55,086

The number of these ships, according to their nationality, was thus distributed:—

National Flag.	Ships Laden.	Ships in Ballast.	Total Ships.
Great Britain	923	952	1,875
Hanover	777	467	1,244
Hamburgh	545	307	852
Denmark	273	232	505
Netherlands	343	45	388
France	103	44	147
United States of America	3	12	15
Other States	355	167	522
Total Ships	3,322	2,226	5,548

The burthen of the ships outwards in commercial lasts was :—

National Flag.	Ships Laden.	Ships in Ballast.	Total Burthen.
Great Britain	145,797	89,834	235,631
Hanover	15,317	7,304	22,621
Hamburg	80,590	37,690	118,280
Denmark	11,768	5,731	17,499
Netherlands	20,656	1,417	22,073
France	12,327	2,036	14,363
United States of America	639	5,046	5,685
Other States	128,951	15,593	144,544
Total Commercial Lasts ..	316,045	164,651	480,696

The number of men composing the crews of the ships outwards was :—

National Flag.	Ships Laden.	Ships in Ballast.	Total Men.
Great Britain	18,230	7,889	26,119
Hanover	2,537	1,286	3,823
Hamburg	9,236	3,803	13,039
Denmark	1,845	892	2,737
Netherlands	2,163	180	2,343
France	1,674	279	1,953
United States of America ..	37	256	293
Other States	3,232	1,547	4,779
Total number of Men ..	38,954	16,132	55,086

Steamers.—The number, burthen, and crews of the sea-going steamers, as distinguished from sailing vessels, which frequented Hamburg in the year 1863, reckoning each voyage separately, were as follows :—

A.—Steamers Inwards.

Steamers.	Number.	Burthen in Commercial Lasts.	Number of Crews.
Of all Nations	1,433	238,544	30,520
Of which were British ..	824	144,591	17,994

B.—Steamers Outwards.

Steamers.	Number.	Burthen in Commercial Lasts.	Number of Crews.
Of all Nations	1,428	237,833	30,432
Of which were British ..	820	143,737	17,881

British Ships.—The total number of British Ships which arrived at Hamburg from all parts of the world in the year 1863 was, as we have already seen, 1,870, and their burthen 234,973 commercial lasts. In the five previous years, the number and burthen of the British ships arrived was :—

Year.	Ships Arrived.	Burthen in Commercial Lasts.
1858	1,698	189,479
1859	1,639	182,006
1860	1,799	210,311
1861	1,929	224,655
1862	1,817	218,069
Average of the five Years ..	1,778	204,904

The total number of British ships which sailed from the port in 1863 was 1,875, and their burthen 235,631 commercial lasts. In the five previous years the number and burthen of the British ships which left the port was as follows :—

Year.	Ships Arrived.	Burthen in Commercial Lasts.
1858	1,699	189,768
1859	1,641	182,496
1860	1,800	210,427
1861	1,919	222,643
1862	1,818	217,483
Average of the five Years ..	1,815	204,563

The number of the crews of the British ships entering the port, which, upon an average of the four previous years, 1859 to 1862 inclusive, had been 23,605, amounted, as we have seen, in the year 1863 to 26,122 men.

Hamburg Ships.—The number of sea-going ships belonging to the port of Hamburg at the close of the year, including square-rigged ships, and barques, brigs, schooners, &c., and 22 steamers, was 536, and their total burthen 79,922 commercial lasts. Of these ships, 20 were above 400 commercial lasts burthen, 23 between 300 and 400 lasts, 48 between 200 and 300 lasts, 262 between 100 and 200 lasts, and 183 under 100 lasts. There were 435 copper-bottomed, 28 zinc-plated, and 28 iron ships. The great extension of the shipping of Hamburg during the last twenty years has been remarkable. In the year 1845 there were but 223 ships, burthen 19,023 commercial lasts, so that the actual lastage is in the ratio of 415 per cent. to that of 1845.

Altona Ships.—The shipping registered at Altona has likewise much increased within the last few years. In 1849 that port had 30 ships, whose burthen was equal to 2,604 commercial lasts. At the close of 1863 it possessed 52 ships, of the burthen of 5,840 commercial lasts, the actual lastage being in the ratio of 220 per cent. to that of the Altona ships which existed fourteen years since.

Total Sea-going Ships in Elbe.—A complete view of the shipping of the Elbe ought of course to comprise the arrivals in the ports of Altona and Harburg, as well as in that of Hamburg. The number and burthen of the sea-going ships which entered these three ports in the year 1863 was as follows :—

Port.	Number.	Burthen in Commercial Lasts.
Hamburg	5,543	481,216
Altona..	1,535	52,618
Harburg	914	41,534
Total	7,992	575,368

Tonnage Dues.—The tonnage duties in the port of Hamburg are levied at different rates of four and eight schillings courant per commercial last of the ship's burthen, and vessels of certain descriptions are exempted from them. The amount of tonnage duties levied in the year 1863 was 159,340 marks courant, of which 72,907 marks were paid by British shipping, principally steamers.

Sea Assurances.—The total amount of property insured against sea-risks in Hamburg during the last year was 654,617,500 marks banco, of which 494,821,900 marks were done by assurance companies, and 159,759,600 marks by private underwriters. The assurance companies

are twenty-two in number, and the premiums received by them in the year amounted to 6,543,770 marks banco, being on an average 1·32 per cent. upon the property insured. The profits realised by these companies for some time past have been inconsiderable; and it is only upon a long series of years that their business can have proved remunerative, after payment of their losses.

River Boats—The traffic by river navigation on the Elbe above Hamburg is steadily increasing. The number of river boats and timber floats which arrived at Hamburg and Altona from the Upper Elbe in the year 1863 was 5,162; their crews, 16,939 men; and the weight of the cargoes brought down by them, including timber, 10,415,660 centners. The number of such river boats which ascended the Elbe from Hamburg and Altona in the course of the year was 4,914; their crews, 18,324 men; and the weight of their cargoes 9,389,084 centners, which were discharged at Berlin, Magdeburg, Halle, Dessau, Wittenberge, Brandenburg, and other riverain ports. The reduced tariff of Elbe tolls which came into effect on the 1st of July, 1863, seems to have worked favourably upon the traffic, so far as can be at present judged.

Steamers to New York.—The line of large steamers between Hamburg and New York, belonging to the Hamburg and American Steam Packet Company, has prospered tolerably well during the past year, notwithstanding the continuance of the civil war, and the cessation of the transport of arms and ammunition from Germany to the United States. The annual dividend paid by the Company was 80 marks banco per share of 1,000 marks banco, or 8 per cent. upon its subscribed capital, after providing for expenses and for the reserved fund. The new steamer "Germania" is one of the finest ships on any packet line. The quantity of goods exported by the Company's ships last year from Hamburg, Havre, Southampton, was 18,600 tons,* being 6,400 tons less than in the previous year; the freight received on imports from New York was 485,000 marks banco, or 156,000 marks less. The number of passengers conveyed by the steamers was 12,289, being 1,066 more than in 1862. The Company likewise conveyed to New York by sailing ships 2,871 persons within the year.

Emigration.—The emigration from Hamburg was larger last year than it has been in any year since 1857. The number of emigrants despatched, principally to the United States, was 24,681, of whom 22,060 proceeded directly in 89 ships from the Elbe, and the rest indirectly by other routes. The emigrants were for the most part natives of Prussia, and of the northern and central German States.

Ice in the Elbe.—The ice in the Elbe was not sufficient to interrupt the navigation for a single day during the year 1863; but in the early part of the present year a hard frost set in, and the Elbe ceased to be navigable for twenty-three days.

Depth of Water.—The average depth of water in the port of Hamburg during the whole of last year was, at high tide 7 feet 8 inches, and at low tide 1 foot 5 inches (Hamburg measure), above the normal depth of the river, viz., 14¼ feet.

II. Trade and Commerce.

Imports.—The imports into Hamburg in the year 1863 exceeded both in quantity and value those of any former year on record, having amounted to 41,516,011 centners in weight, and to 738,665,510 marks banco in value. The amount of Customs duties levied upon them was 846,200 marks banco.

The weight of the goods imported in the undermentioned years was:—

* 1 ton equal to 40 Hamburg cubic feet.

Year.	Imported by Sea.	Imported by Land.	Total.
Average of five Years 1856 to 1860 ..	Centners. 20,439,896	Centners. 15,019,232	Centners. 35,459,128
1861..	21,123,159	17,816,472	38,939,631
1862..	20,993,450	17,228,629	38,222,079
1863..	23,188,783	18,327,228	41,516,011

The value of the same goods was :—

Year.	Imported by Sea.	Imported by Land.	Total
Average 1856 to 1860 ..	Marks Banco. 320,097,222	Marks Banco. 285,305,726	Marks Banco. 605,402,948
1861	316,110,570	296,571,430	612,682,000
1862	331,832,930	309,009,030	640,841,960
1863	398,238,370	340,427,140	738,665,510

A classification of the imports in 1863, according to the countries from which the goods were brought to Hamburg, gives the following result.

Countries.	Quantity.	Value.
	Centners.	Marks Banco.
Transatlantic and Non-European Countries	3,130,587	66,033,930
Among which—		
United States of America	596,587	13,937,150
European States (by sea).	20,058,146	332,204,440
Among which—		
Great Britain and Ireland	13,212,096	227,662,170
Germany by railway, land-carriage, and River Elbe.	18,327,278	340,427,140
Total	41,516,011	738,665,510

The subjoined Table is a recapitulation of the various articles of import, abstracted from the official accounts, which specify each particular article, and classifying them under general denominations.

IMPORTS INTO HAMBURG IN 1863.

Articles.	Quantity.	Value.
	Centners.	Marks Banco.
Colonial produce, viz., coffee, tea, sugar, tobacco, &c..	2,306,256	74,273,680
Southern fruits	659,641	8,073,630
Wine and spirits	854,502	15,356,270
Corn, grain, and pulse	3,018,720	17,140,770
Hops, potatoes, carraways, &c.	680,383	4,960,530
Flour and bread stuffs	540,807	3,915,300
Fish	114,614	1,371,620
Meat, and cattle for slaughter	927,408	18,927,230
Butter, cheese, and lard	264,156	12,124,350
Salt	128,556	138,460
Dye stuffs	474,602	9,145,400
Drugs	588,275	11,769,900
Metals and ores	1,978,915	19,606,320
Coals, stones, and earth..	19,715,849	10,426,810
Hides, skins, and leather.	362,218	23,857,320
Horns, bones, and animal products	1,322,136	17,564,350
Hair, feathers, and down	42,892	3,960,840
Train-oil, tallow, tar, pitch	357,399	7,057,440
Oil, and oil-sediment	266,572	7,639,150
Oil seeds and cakes	499,940	7,191,870
Timber, and other wood.	3,324,275	8,586,940
Cane, and sticks..	212,816	1,578,650
Sheep's wool, cotton-wool, and other spinning materials.	725,043	71,758,680

Articles.	Quantity.	Value.
	Centners.	Marks Banco.
Yarns, cotton, woollen, and linen	342,393	65,064,820
Manufactures of cotton, woollen, linen, and silk	412,547	117,294,070
do. of wax-cloth, felt, &c.	5,057	1,330,140
do. of leather, and india rubber	25,474	4,937,280
do. of wood, rope, &c.	99,772	4,673,710
Printed books and pictures	15,269	2,778,570
Glass, porcelain, earthenware	352,716	7,685,150
Paper	106,660	3,553,940
Iron manufactures	273,726	6,293,300
Other metallic manufactures	27,526	4,462,670
Candles and soap	31,777	1,654,160
Miscellaneous products of industry	399,542	26,235,660
Coin and bullion	12,577	136,281,130
Total	41,516,011	738,665,510

The British trade maintained its full proportion of the general trade of the Elbe during the year, and the amount of the goods imported from Great Britain and Ireland was greater both in quantity and value than in any former year. Comparing the British imports into Hamburg for the last five years, they will be found to stand thus :—

Year.	Quantity.	Value.
	Centners.	Marks Banco.
1859	11,914,893	144,144,800
1860	12,588,276	164,402,060
1861	12,949,015	157,547,020
1862	12,480,439	168,454,000
1863	13,212,096	227,662,170

The leading articles of import from the United Kingdom in the year 1863 were the undermentioned, viz. :—

Articles.		Quantity.	Value.
			Marks Banco.
Cotton wool	centners	345,711	43,236,990
Woollen and part woollen yarn	,,	142,287	31,899,270
Cotton yarn and twist	,,	90,145	16,347,250
Linen yarn and thread	,,	69,206	7,345,130
Coals and cinders	lasts	229,625	4,652,910
Furs and peltry	bales	2,517	4,271,520
Indigo	centners	6,930	2,995,080
Silk	,,	6,890	2,775,550
Sheep's wool	,,	22,985	2,292,230
Horses	number	1,620	2,174,040
Kips and cow hides	centners	55,383	2,149,090
Pig iron	,,	689,421	1,664,460
Wrought iron	,,	264,705	1,606,350
Linseed oil	,,	42,976	1,230,130
Copper	,,	18,354	1,131,880
Neats' hides, dry	number	28,520	1,074,340
Slates	,,	11,203,823	1,027,910
Leather	bales	1,678	1,021,590
Tea	centners	20,281	2,158,778
Coffee	,,	21,066	1,029,760
Woollen and part woollen manufactures	bales	17,747	15,587,640
Cotton manufactures	,,	15,184	14,107,100
Miscellaneous manufactures	,,	6,205	6,273,120
Linen manufactures	,,	10,040	5,648,650
Silk and part silk manufactures	,,	2,380	2,414,570
Machinery	chests	18,864	4,767,280
Fine iron wares	,,	7,846	1,400,720
Coin and bullion	,,	620	19,769,870

These important articles, which passed chiefly in transit to the interior of Germany, constituted nearly 90 per cent. of the entire imports from Great Britain into the port of Hamburg within the year, the value of which was 227,662,170 marks banco.

American Trade.—The trade with the United States of America has maintained itself better than was expected under the circumstances of the civil war there. The most prominent articles of import from thence were :—

	Quantity.	Value.
		Marks Banco.
Petroleum .. .. .. centners	91,112	1,681,540
Furs and Peltry .. .. .. chests	953	1,123,330
Lard .. .. centners	45,383	1,129,400
Butter .. .. „	13,111	749,050
Salted pork .. .. .. „	33,912	690,490
Clover seed .. .. .. „	32,622	900,570
Machinery .. .. .. chests	6,278	624,460

Which articles amounted to nearly the half of the entire imports from the United States within the year; value 13,937,150 marks banco.

Brazilian Trade.—The commercial relations between Hamburg and Brazil have long been extensive. The value of the Brazilian imports during the last year was 10,474,080 marks banco, which comprised—

	Quantity.	Value.
	Centners.	Marks Banco.
Coffee	123,591	5,572,510
Tobacco	58,193	1,755,060
Hides, salted..	43,258	1,245,080
Ditto, dried	8,884	375,580
Sugar, raw	48,726	702,060

I proceed to notice more particularly certain leading articles of import into Hamburg, and to state their average market prices in the year 1863.

Coffee.—Hamburg is the largest coffee market in Europe, and supplies both the interior of Germany and the countries to the north. The quantity of coffee of all sorts imported last year was 784,428 centners, value 36,888,360 marks banco. The greatest quantities were furnished by Venezuela, Brazil, and Java, but the coffee of St. Domingo, and that of Porto Rico, were also in good demand. Nearly half of the coffee brought to the Hamburg market is originally imported at Altona, and transferred from thence across the frontier. Prices have been constantly rising for some years past. The average price of coffee of all sorts during the year is officially given at $7\frac{1}{2}$ schillings banco per lb.

Tea.—The consumption of tea in Germany is on the increase. The quantity of tea imported into Hamburg last year was 36,007 centners, value 4,203,900 marks banco. Of this quantity 10,713 centners came from China direct. Average price $18\frac{11}{16}$ schillings banco per lb.

Sugar.—Brown sugar was imported principally from Cuba, but also from Brazil, Manilla, and Java, directly and indirectly from Great Britain, &c., to the extent of 498,699 centners, value 7,322,660 marks banco, average price 14 marks banco 11 schillings per 100 lbs. Of refined and lump sugar were imported 142,539 centners, value 2,976,040: average price $3\frac{5}{16}$ schillings banco per lb. Of molasses were imported 96,807 centners, value 769.990 marks banco: average price 10 marks courant 2 schillings per 100 lbs.

Tobacco.—Of tobacco, 213,944 centners were imported, chiefly from Cuba, Brazil, and Hayti, the rest indirectly; value 9,700,000 marks banco; average price $7\frac{1}{4}$ schillings banco per lb. Cigars, quantity

133,986 thousands; value 5,031,270 marks banco; average price 46 marks courant 15 schillings per thousand.

Wine.—The quantity of wine, chiefly French, imported partly for Hamburg consumption, and partly in transit, was 1,525,589 quarts, value 5,676,010 marks banco. Average price of champagne, 2 marks courant 13 schillings per bottle; of other wine, 43 dollars courant* per 30 quarts.

Spirits.—Spirits distilled from corn and potatoes came from the interior of Germany, to the amount of 2,954,029 quarts, value 5,612,640 marks banco. Average price 24 dollars courant per 30 quarts.

Corn Trade.—The extent of the Hamburg corn trade during the year will appear by the following Table.

	Quantity.	Value.	
	Lasts.*	Marks Banco.	
Wheat	24,517	8,620,620	= 149 dollars courant per last.
Rye	10,944	2,785,730	108 „ „
Barley	16,175	3,610,730	94 „ „
Oats	6,074	825,530	58 „ „
Buckwheat ..	1,173	247,380	89 „ „
Maize	13,888	88,410	6 marks 6 schillings banco per 100 lbs.
Total Corn and Grain ..	..	16,178,400	

	Quantity.	Value.	
		Marks Banco.	
Vetches ..	1,195 lasts	294,700	= 104 dollars courant per last.
Beans, Horse.	586 „	148,170	107 „ „
„ White.	13,689 centrs.	99,780	9 mks. 4 schngs. courant per 100 lbs.
Peas ..	820 lasts	216,930	112 dollars courant per last.
Lentils ..	17,362 centrs.	171,790	12 mks. 9 schngs. courant per 100 lbs.
Lupines ..	2,416 „	10,120	5 mks. 5 schngs. courant per 100 lbs.
Total Pulse.	..	941,490	

The corn and pulse above mentioned came almost entirely from the interior of Germany for exportation.

Agricultural Produce.—Of other articles of agricultural produce the average market prices were :—

Flour	15 marks 14 schillings banco per 177 lbs.
Butter, chiefly from Holstein and Mecklenburg.. ..	$11\frac{1}{8}$ schillings courant per lb.
Cheese, chiefly Dutch and American	$7\frac{1}{4}$ „ „
Lard, from the United States of America	$5\frac{1}{16}$ „ „
Salted Beef, chiefly from the United States of America ..	40 marks 12 schillings banco per 180 lbs.
Salted Pork do. do.	48 „ 5 „
Hams and Bacon	$7\frac{9}{10}$ schillings courant per lb.

Iron.—The total quantity of pig iron imported was 730,057 centners (of which 689,421 centners British), value 1,779,400 marks banco; average price 2 marks 7 schillings banco per 100 lbs. The quantity of wrought iron was 431,872 centners (of which 264,705 centners British), value 2,810,800 marks banco. Average price 6 marks 8 schillings banco per 100 lbs.

Coals.—The total import of coals and cinders amounted to 271,998 centners, which came almost exclusively from Newcastle, Sunderland, and other British ports, as the quantity brought into Hamburg from Altona was likewise originally imported from Great Britain. Total value of coals

* See Table of Money. See Table of Measures.

and cinders 5,527,450 marks banco. Average price of coals 25 marks 8 schillings courant, and of cinders 22 marks 13 schillings courant per last.

Wool.—The supply of sheep's wool came chiefly from the interior of Germany. Average price $21\frac{5}{16}$ schillings banco per lb. That of cotton wool came in directly (with little exception) through Great Britain; average price $19\frac{15}{16}$ schillings banco per lb, which shows a rise of about 200 per cent. within the last three years.

Yarn.—A considerable rise has also taken place in yarns of all descriptions. The average prices of the year were, for—

Woollen and part woollen yarn (chiefly English), $37\frac{1}{8}$ schillings banco per lb.
Cotton yarn (almost entirely English).. .. $28\frac{3}{4}$ " "
Linen yarn and thread (chiefly English) .. $17\frac{1}{16}$ " "

Rags.—The quantity of rags brought to Hamburg, chiefly from the interior of Germany and the Danish Dominions, was 89,519 centners, value 1,046,290 marks banco. Average price 15 marks 2 schillings courant per 102 lbs.

Textile Manufactures.—The following is the result of the official statements of the declared value of all the textile manufactures imported into Hamburgh, whether by sea or land, in the course of the last year.

Manufactures.	By Sea. From Altona.	By Land and River.	Total.
	Marks Banco.	Marks Banco.	Marks Banco.
Silk and part silk	2,665,120	9,165,230	11,830,350
Woollen and part woollen	16,303,880	29,884,200	46,188,080
Cotton	15,325,370	14,035,220	29,360,590
Linen and sail-cloth	7,827,380	7,857,870	15,685,250
Various textures	8,128,320	6,101,480	14,229,800
Total ..	50,250,070	67,044,000	117,294,070

These textile manufactures comprise so great a variety of stuffs, that it is scarcely possible to give the average prices with any degree of accuracy. Cotton manufactures have risen at least 50 per cent. within the last three years; linen has also experienced a small advance in prices; silks have fluctuated less; but woollen manufactures of most sorts have rather fallen in price within the last few years.

Resin.—The import of resin in the year amounted to 88,723 centners, value 1,395,260 marks banco. Average price 15 marks 12 schillings banco per 100 lbs. Nearly the whole of this resin came from France, the former trade in it with the United States of America having ceased in consequence of the civil war.

Arms.—Among the miscellaneous imports of the year were 17,389 chests of arms, value 1,566,750 marks banco, which were brought to Hamburg chiefly from Austria and the interior of Germany for shipment to the United States of America, on account of the Federal Government there.

Exports.

Since the abolition of the export duty in the year 1857, no accounts of exports from Hamburg have been officially kept, and there are now unfortunately no means of ascertaining either the quantity or value of the articles exported.

Land Traffic.—The land traffic of Hamburg appears to have been greater than in any former year since the year of speculation 1857. The quantity of goods brought in by the Berlin and Hamburgh Railway was 3,586,943 centners, and 203,138 head of cattle; the quantity carried out by the same railway, 3,159,547 centners, and 3,270 head of cattle. The number of waggons carrying goods on freight which entered the city was 1,841, and those which left it 1,531; total 3,372. The number of other laden vehicles entering was 195,539, and of those departing 196,522;

total 392,061. The abolition of the tax formerly levied at the city gates (*Thorsperre*) has doubtless contributed to the increase of the traffic between the city and the country surrounding it.

Berlin and Hamburgh Railway.—The traffic by the Berlin and Hamburg Railway was last year unusually large, owing to the great Agricultural Exhibition held at Hamburg in the summer, and to the transport of troops into Holstein, which began towards the end of the year. The number of passengers conveyed was 1,122,307, the weight of ordinary goods on freight 9,394,677 centners, and of goods with speed 161,729 centners, together 9,556,406 centners, besides passengers, baggage, cattle, &c. The total receipts of the Railway Company within the year were 3,095,889 Prussian dollars, and the expenditure 2,263,389 dollars; leaving a surplus of 832,500 dollars, out of which a dividend was paid to the original shareholders, Letter A, of $7\frac{1}{4}$ per cent., and to the new shareholders, Letter B, of $6\frac{1}{4}$ per cent. The average price of the former shares during the year was $121\frac{1}{8}$, of the latter, 99 per cent.

Altona and Kiel Railway.—The Altona and Kiel Railway likewise enjoyed a larger share of traffic in 1863 than in any former year. The total number of passengers conveyed was 567,881, the weight of ordinary goods on freight 3,261,152 centners, and of goods with speed 60,225 centners; together 3,321,377 centners, besides cattle and passengers' baggage. The net realised surplus of 374,882 Prussian dollars enabled the Company to pay a dividend to its shareholders of 10 per cent., being the largest yet declared. The gross receipts of this line from passengers and goods have risen from 354,000 Prussian dollars in the year 1848 to 679,585 dollars in 1863, and for the current year they will probably be still larger on account of the transport of the Austrian and Prussian armies. The total expenses in 1863 were 304,703 dollars. The average price of the Company s shares during the year was $137\frac{1}{4}$ per cent.

Discount Business.—The amount of discount business transacted by the Hamburg bankers and bill brokers in 1863 was rather less than in the previous year, but, with that exception, was greater than it has been in any year since 1857. The number of bills discounted, excluding those under 100 marks value, or payable at places abroad, was 315,135, upon which stamp duties of 517,309 marks courant were paid, and that sum represents an approximate value of 662,156,000 marks banco, inasmuch as 100 marks courant stamp duty are charged upon every 128,000 marks banco of the value of the bills discounted, and each bill is taken at the average term of three months to run.

North German Bank.—The North German Bank appears, by the report of its directors, to have had a profitable year, notwithstanding the unfavourableness of political conjunctions. The dividend declared was $31\frac{7}{8}$ marks banco per share of 500 marks, or $6\frac{3}{8}$ per cent. Among the negotiations in which the bank took part were a $4\frac{1}{2}$ per cent. Norwegian State Loan, a new series of $4\frac{1}{2}$ per cent. Norwegian Mortgage Securities, and the conversion of State Bonds of the Prince of Schaumburg-Lippe. The market price of the stock of this bank at the close of the year was 98 per cent.

Union Bank.—The Union Bank of Hamburg has likewise had a good year, and its directors report that they have not sustained a loss in a single transaction. The dividend declared was 2 marks banco, 9 schillings per share of 200 marks (40 marks paid up) or $6\frac{3}{8}$ per cent. The amount of money paid out in the course of the year's business was 2,038,124,537 marks banco, which was covered by the transfer of 603,265,599 banco stock, and 1,434,858,937 marks banco received in cash, or in good securities. The market price of the Union Bank stock, at the close of the year, was 102 per cent.

Exchange on London.—The average course of exchange on London

for bills at three months after date during each month of the year was as follows, per 1*l.* sterling:—

	Marks Banco and Schillings.			Marks Banco and Schillings.
January	13	1⅞	October	13	2⅜
February	13	2⅛	November	13	0 11/16
March	13	2⅛	December	13	0 3/16
April	13	3 3/16			
May	13	3 3/16	Average of the first six months	13	2 9/16
June	13	2⅛			
July	13	2¾	Average of the last six months	13	2¼
August	13	3⅛			
September	13	3 9/16	Average of the year	13	2⅜

Rate of Discount.—The highest rate of discount which prevailed at Hamburg during the year was 5¾, the lowest 2 per cent. Average rate of the year 3 3/16 per cent.

The subjoined Table offers a comparison of the measures, weights, and moneys of Hamburg with those of Great Britain:—

Measures.

Of Hamburg.		*Of Great Britain.*
100 Feet in Length	=	94·021 Feet in Length.
100 „ Square	=	88·400 „ Square.
100 Cubic Feet	=	83·115 Cubic Feet.
100 Ells of Cloth	=	62·681 Yards.
100 Barrels of Corn	=	18·901 Imperial Quarters.
100 Quarts of Liquid	=	159·470 Imperial Gallons.
1 Commercial Ship-Last of 6,000 lbs.	=	3 Tons Burthen.
1 Old Ship's Last of 4,000 lbs.	=	2 Ditto.
1 Corn Last	=	11⅓ Imperial Quarters.

Weights.

1 Centner of 100 lbs.	=	110·232 lbs. Avoirdupois.
100 Marks, Bank-weight	=	62·655 lbs. Troy.

Money.

1 Hamburg Mark, whether Banco or Courant, contains 16 Schillings.
1 Hamburg Dollar = 3 Marks Courant.

The par of exchange with Great Britain for the year, reckoning interest at ⅓ per cent per month on bills having time to run, was:—Bills at three months after date, 13 marks 4 schillings banco, equal 1*l.* sterling; bills at sight, 13 marks 6 schillings banco, equal 1*l.* sterling.

The par of exchange for the year between Hamburg currency and banco was 122 marks 8 schillings courant, equal 100 marks banco.

The par of exchange with Prussia was for bills at two months after date 152 dollars 21 silbergroschen; and, for bills at sight, 151 dollars 20 silbergroschen, equal 300 marks banco.

III. Agriculture.

The territory of the Republic of Hamburg being so small, and no change having lately taken place in the modes of its cultivation, there is nothing to record under this head. Around the city there is much grazing land, on which cows are kept for the supply of milk to the inhabitants; but, generally speaking, the corn and grain, butter, and other articles of agricultural produce required for consumption, are brought in from the neighbouring districts of Hanover, Mecklenburg, and Holstein.

IV. Population and Industry.

The population of Hamburg at the close of the last year, as nearly as can be estimated in the absence of an official census (which has not been taken since 1861) stood thus:—

Within the city and the suburbs of St. Paul and St. George	185,000 inhabitants.
Rural districts, including Cuxhaven	40,000 „
Bergedorf in joint sovereignty with Lübeck, say one-half	6,000 „
Total	231,000

The entire territory of the Republic covers six square German square miles.

The mass of the population is employed in trade, navigation, and manufactures, which furnish the easy means of subsistence to able-bodied men. The principal manufactories carried on in and near the city are the following:—

Manufactures of asphalte	..	..	9
Breweries	..	..	16
Biscuit manufactories	..	..	8
Manufactories of window-blinds		..	20
„ cotton-yarn		..	3
Distilleries	..	..	8
Printing-offices	..	..	55
Cement manufactories	..	..	20
Champagne „	..	..	6
Manufactories of chemical matters		..	12
„ dying materials		..	20
„ whalebone		..	3
„ gypsum	..	..	4
„ haircloth		..	9
„ hats	..	..	30
„ varnish	..	..	16
„ glue	..	..	4
„ machinery (small and large)		..	30
Manufactories of meerschaum-pipes			2
„ inlaid floors		..	3
„ soap	..	..	20
„ mustard		..	9
„ playing-cards		..	2
„ walking-sticks		..	16
„ carriages		..	12
„ sugar (small and large)		..	28
Mills, viz.:—for dyewoods		..	5
„ gum	..	..	3
„ corn	..	..	13
„ rice	..	..	7
„ sawing	..	..	4
„ oil	..	..	9
„ paper	..	..	6
			47

V. Public Works.

Under this head there is little to record as having been accomplished within the Hamburg territory during the past year. The improvements in the harbour of Hamburg and in that of Cuxhaven proceed slowly, and no material changes affecting the navigation of the river have taken place.

Junction Railway.—The branch railway from the Berlin station to the harbour at the Sand-thar is nearly completed; and ground has lately been broken for the junction-railway which is to be constructed in the suburbs of the city in order to connect the Berlin-Hamburg with the Altona-Kiel line, as stipulated in the convention made several years since between the Government of Denmark and that of Hamburg.

Lauenburg Railway.—The branch railway from Büchen to Lauenburg has been at last finished, and thrown open to traffic. By means of a steam-ferry across the Elbe it shortens the communication between Lübeck and Lüneburg, where it meets the Hanoverian line from Harburg. It may, perhaps, also facilitate the intercourse between Hanover and Hamburg, in the winter season, when the Elbe at Harburg is often impassable on account of the floating ice.

Holstein Railways.—One of the new lines of railway in the eastern part of Holstein, originally conceded by the Danish Government to Sir Morton Peto, has been begun, and, when finished, will connect Neumünster with Plön, Eutin, and the port of Neustadt on the Baltic. The execution of the other projected line from Neumünster to Segeberg, and Lübeck, appears to have been abandoned for the present.

Ship Canal.—The project of a ship-canal to unite the North Sea with the Baltic, by cutting through Holstein or Schleswig, has, during the progress of the war with Denmark, received a large share of public notice, and has been favourably entertained in Berlin, where a company is being formed, under the sanction of the Prussian Government, for carrying out a scheme which, if realizable, seems to promise advantages to the commerce of the north of Europe. The actually existing Eider Canal between Schleswig and Holstein can only be used by barges, and small craft drawing very little water, and is consequently useless to navigation in general. Various plans of a large ship-canal have therefore been put

forward in former years,* among which the line from Eckernförde to Brunsbüttel, on the Elbe, proposed by Messrs. E. and H. Christensen in the year 1848, and that recommended by Mr. C. Hansen from Haffkrug near Neustadt to Brunsbüttel, on the Elbe in 1860, were the most conspicuous. The Prussian company, now in formation, appears to prefer the line from Eckernförde to Brunsbüttel; but this would not, of course, suit the interests of the trade of Kiel, which demand that the embouchure of the canal shall be fixed in the harbour of Kiel, as the best port in Holstein, and more suitable to large ships than that of Eckernförde. Whichever line may be finally determined on, it is evident that the construction of any such ship-canal must be a very costly work; and it is doubtful whether therequisite capital could be raised without the aid of the Governments of the German States most interested in the work. According to Mr. Hansen's estimate, a ship-canal fourteen German miles long, and twenty-five feet deep, with the requisite locks and harbour works at the extremities, would cost 47,000,000 Prussian dollars, or above 7,000,000*l.* sterling. It is supposed, indeed, that at least 20,000 large ships of various nations would pass through the canal in the course of a year, and that an annual revenue of 2,500,000 Prussian dollars, or 375,000*l.*, might be reckoned upon. But various objections will occur to the whole plan, among them that such a canal would be liable to be frozen over during a part of each winter; and, indeed, until the details of the necessary expenses shall have been more exactly ascertained, it would obviously be premature to place any great confidence in the enterprise as a profitable speculation.

VI. General Remarks.

Finances.—The revenue and expenditure of the Republic of Hamburg continue pretty much on the same footing as they have been during the last few years. The taxation is very heavy when compared with the population; but Hamburg has within it many large capitalists, and its taxable powers are in reality very much greater than its territory, or the number of its inhabitants, might seem to indicate. The State debts, now about 31,500,000 marks banco, (besides 27,500,000 marks banco on account of the Fire Fund) might also be easily augmented, if the Government should consider it necessary. According to the State Budget submitted by the Senate to the Burgership for the year 1864, the public revenue and expenditure of the year were estimated as follows:—

Receipts.

	Marks Currency.
1. Interest and Produce of State Property, rents of Domain Lands, including Waterworks, 234,500; Post-office, 241,500; and Lottery, 321,000 marks currency	1,719,185
2. Taxes and Duties, including Fire-tax on Income, 1,230,200; Stamps, 1,141,000; Customs, 1,210,000; Excise, 1,000,000 marks currency.	6,753,800
3. Official Fees	703,100
4. Fines	14,500
5. Extraordinary and unforeseen Receipts	56,500
6. Transitory Receipts, including Securities for Loan to Fire Fund, of 1,850,000 marks currency	2,102,660
Total	11,349,745

* See an account of these plans in "Der Grosse Nord-Deutsche Kanalzwischen Ost-See und Nord-See. Eine Zusammenstellung der verschiedenen Kanal-Projecte." Kiel, 1864.

Expenses.

	Marks Currency.
1. Senate and Burgership	469,005
2. Foreign Affairs	105,750
3. Finance Department, including Interest of State Debts, 1,766,834 marks currency	2,310,1
4. Courts of Justice	332,859
5. Education	129,384
6. Army	954,308
7. Public Works	1,250,146
8. Commerce and Navigation	977,838
9. Police	801,186
10. Charitable Institutions	720,750
11. Suburbs and Rural Districts	158,403
12. Extraordinary and unforeseen Expenses	648,833
13. Transitory Expenses, including Loan to Fire Fund of 1,850,000 marks currency	2,102,660
Total	10,961,311

Since the above budget was adopted, a further sum of two millions of marks currency was voted by the Burgership, in consequence of the impending war with Denmark, to enable the Senate to erect strand batteries at Cuxhaven and Pagen Island, and also to provide armed iron steamers for the defence of the mouth of the Elbe.

Customs.—The general Customs duty of ½ per cent. *ad valorem* was prolonged last year without alteration until the end of the year 1864. The Government had before it a plan for either the reduction of the Customs to ¼ per cent., or its entire abolition; but it was dropped on account of the threatened war.

Excise.—The Excise duties were also prolonged until the end of 1864, The *octroi* levied under this name formerly extended to all sorts of articles introduced into the city, but is now limited to wine, spirits and beer, corn, flour, and bread, meat, and live animals for food. The excise on wine and spirits is payable by the consumer, or innkeeper, at the rate of one Hamburg schilling per quart bottle. A drawback of the excise is allowed upon flour, bread, and meat leaving the city. The abolition even of the few still remaining duties of excise appears to be an object much desired by the citizens of Hamburg, and will probably take place at no distant day.

Zollverein—The prospect of the renewal of the German Customs-Union after the close of the year 1865 has given much satisfaction here, for the Hans Towns are well aware how closely their interests are interwoven with the commercial prosperity of Germany in general. The Treaty signed on the 28th of June last, between Prussia, Saxony, Hesse-Cassel, the Thuringian States, Baden, Brunswick, and Frankfort, to which Hanover and Oldenburg acceded on the 10th of July, secures the prolongation of the Customs-Union, as regards the Northern and Central States of Germany, upon the basis of a reduced tariff, and with the adoption of the French Treaty of the 2nd of August, 1862, for a further term of twelve years from the 1st of January, 1866. The Treaty further stipulates that it shall be kept open until the 1st of October next, in order to the eventual accession of those States which had not then assented thereto, viz., Bavaria, Wurtemberg, Hesse-Darmstadt, Nassau, and Luxemburg. The Governments of these last-mentioned States, in conjunction with that of Austria, held a conference during the summer at Munich, in which they settled the conditions of their becoming members of the new Customs-Union; and, in accordance with those conditions, Austria has demanded of Prussia that the Commercial Treaty between Austria and the Customs-Union of the 19th of February, 1853, shall be adhered to, notwithstanding the French Treaty, and that the possibility

of a future Customs-Union with Austria shall be still kept in view. It is hoped here that some solution of these differences may yet be found, for it cannot be doubted that the well understood interests of the Southern States ought to induce them to fall into any practicable arrangement by means of which their continuance as members of the Customs-Union may be finally secured. Indeed, it is already reported that the accession of Hesse-Darmstadt and Nassau to the Treaty of June 28th may be considered as certain.

Russia.—The question of a commercial treaty between the German Customs-Union and Russia has been much ventilated during the last year, and some preliminary negotiations on the subject have taken place between the Russian and Prussian Governments. The great advantages which would accrue to both nations, and more especially to Russia, from the realization of such a treaty have been well set forth in a memorial drawn up and presented to the German Governments by the Standing Committee of the so-called German Commercial Diet (under date of Berlin, February 1864), wherein the requisite reductions of the Russian tariff are fully explained, and the benefits which Russia would derive from a more liberal system of duties, in connection with a fixed money standard of value, are clearly pointed out. Possibly, when the German Customs-Union shall have been perfectly reconstituted, these preparatory negotiations with Russia may be more seriously taken up by that body.

Treaties with Belgium.—The Hans Towns were parties, as is well known, to the arrangements made last year by Belgium with other maritime States for the redemption of the Scheldt tolls. On that occasion the Belgian Government purchased the Hanseatic House in Antwerp for one million of francs; and the payments to be made by Lubeck and Bremen on account of the redemption were more than covered by their shares of the purchase-money of the common House. Hamburg, on the other hand, whose share of the redemption-money came to 667,680 francs, had a surplus to pay over to Belgium, as stipulated in the treaty of Commerce between Belgium and Hamburg, signed at Berlin on the 24th of June, and ratified on the 29th of October last. This Treaty also places the ships and goods of the contracting States respectively on the footing of the most favoured nation.

Hamburg, September 15, 1864.

MADAGASCAR.

MADAGASCAR.

Report by Mr. Consul Pakenham of the Trade of Madagascar for the Year 1863.

The Island of Madagascar, discovered in 1506, by the Portuguese, is separated from Africa by the Mozambique Channel, and lies between 12° and 26° south latitude, and 43° and 51° east longitude. Its length is about 960 miles, and its breadth from 200 to 500 miles, forming a surface somewhat greater than that of France. The population is estimated at 5,000,000, of whom about 5,000 profess Christianity, and the remainder are Heathen.

It is traversed longitudinally by two principal chains of mountains, running parallel to each other, and separated by the valley of Mangoro.

The interior of the country is well watered by streams from these mountains, and in many parts extensive rivers and lakes are met with, which are however only navigable for pirogues.

Antananarivo, the capital of Madagascar, situate about the centre of the island, in the district of Imerina, or Ankova, is the residence of the Sovereign, and the seat of the Hova Government. It is supposed to contain about 80,000 inhabitants, and is the chief inland market for native silks and cotton-cloths and different articles of iron manufacture.

Owing to an idea which has long been entertained by the Hovas, that the best means of preserving their country from foreign invasion is to have no roads, none have ever been made. Travellers, as well as merchandize for the interior, have therefore to be conveyed over extensive tracts on men's shoulders.

The soil of Madagascar, particularly inland, is very fertile, producing, almost without cultivation, indigo, tobacco, rice, sugar-cane, manioc, yams, potatoes, and beans. Coffee grows well in some parts of the island, but so little attention has hitherto been paid to its culture, that the greater part of that consumed is imported. Experiments made to grow cotton have not as yet proved successful.

There are two distinct seasons at Madagascar—the dry season, from April to November, and the rainy season, which commences in November and ends in April. During the latter, thunder-storms of great intensity prevail, the electric fluid causing often serious damage. The thermometer attains its maximum in January and February.

The climate of Madagascar varies according to latitude and elevation. That of the table lands in the interior is generally healthy, whilst on many points of the coast the hot and humid atmosphere causes intermittent fever.

The mineral wealth of Madagascar has been little explored, and is consequently little known. Copper, mercury, iron, and coal-mines, are known to exist, and gold and silver are found in some parts of the island, but are little sought after, on account of a very ancient law being in force which prohibits persons, on pain of death, from digging up the earth in search of precious metals.

Domestic slavery is an acknowledged institution in Madagascar, but, although all slaves are subjected to the caprices of their master, I am not prepared to state that, as a general rule, they are cruelly treated.

There is no direct trade between Great Britain and Madagascar. The imports on the west coast of the island consist chiefly of cotton-

cloths and articles of hardware, brought in Arab dhows from Zanzibar and Bombay, which take as return cargo paddy, hides, ebony, and orchilla weed, as well as bullocks in small numbers for the Comoro islands.

The north-west coast of Madagascar is low, and every where indented by deep bays well suited for commerce, but little frequented by shipping, with the exception of Bombetoka, or Magunga bay, which is the estuary of several rivers, and the chief Hova settlement on that side of the island.

On the east side of Madagascar, south-easterly and southerly winds prevail during the winter months, say from April to October; during the rest of the year, especially in the hurricane months (December, January, February, and March), northerly and north-easterly winds blow home, rendering the anchorages of Tamatave, Foule Pount, &c., unsafe.

The currents set along shore, running to the northward with southerly and south-westerly winds, and to the southward during the prevalence of northerly and north-easterly winds.

The trade with the east coast is almost exclusively in the hands of a few merchants at Mauritius and Réunion, and is principally carried on by British vessels belonging to the former colony and one steamer belonging to Réunion.

The chief articles of European manufacture and produce imported are cotton-cloths, wearing apparel, hardware, provisions, and spirituous liquors. The exports consisting of oxen, cows, swine, poultry, rice, tobacco, straw and basket wares, rofia-cloths and caoutchouc, gum, and wax in large quantities.

The Custom dues, repealed on the accession of Radama II, were re-established in Madagascar in September 1863, and have since been levied on the following scale:—

Exports.

Oxen and cows	6*s.* per head.
Swine	1*s.* „
Sheep	1*s.* „

On all other produce 20 per cent. *ad valorem,* of which 10 per cent. is paid by the vendor, and 10 per cent. by the exporter.

Imports.

The duties on all imports are levied in kind, as follows:—On spirits and liquors of every description one-third; on all other manufactures and productions, one-tenth.

Currency.—The coins in circulation in Madagascar are five-franc pieces and Spanish and Mexican dollars, which for small change are cut up into fractional parts by the natives, and circulate by weight. English and French gold pass with difficulty.

Tamatave, a seaport town on the east coast of Madagascar, contains, besides the native population, about 250 foreign settlers, and is the chief emporium of British trade with Mauritius, which is carried on by vessels registered there, and navigated by colonial crews. It possesses a commodious harbour, with a safe anchorage during eight months of the year, from April to November.

As no official records whatever are available at Madagascar from which statistical information can be obtained, I have prepared from the Custom-house returns at Mauritius the following statements, which give a pretty accurate idea of the movements of the shipping between the two islands, and of the imports and exports to and from Madagascar, during the years 1859, 1860, 1861, 1862, and 1863.

VESSELS cleared at Mauritius for the Island of Madagascar, with the value of the Exports, during the years 1859, 1860, 1861, 1862, and 1863.

Year.	British.						Foreign.						Value of Imports.
	With Cargo.			In Ballast.			With Cargo.			In Ballast.			
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	
	*												£
1859 ..	46	11,075	977	32	7,089	722	7	2,438	178	..	..	..	31,494
1860 ..	36	9,650	883	31	7,405	741	6	1,781	97	1	310	35	35,200
1861 ..	58	13,524	1,190	26	6,235	581	4	1,006	126	..	..	..	59,432
1862 ..	58	15,950	1,258	22	5,087	474	3	468	68	..	..	..	57,714
1863 ..	62	14,797	1,133	42	10,089	796	4	1,159	47	..	..	..	22,654
Total .	260	64,996	5,441	153	35,905	3,314	24	6,852	501	1	310	35	206,494

VESSELS entered at Mauritius from the Island of Madagascar, with the value of Imports, during the years 1859, 1860, 1861, 1862, and 1863.

Year.	British.						Foreign.						Value of Imports.
	With Cargo.			In Ballast.			With Cargo.			In Ballast.			
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	
	*												£
1859 ..	72	16,361	1,545	..	..	..	2	797	34	..	..	..	56,015
1860 ..	70	17,653	1,584	1	163	19	4	979	52	..	..	..	59,271
1861 ..	82	19,586	1,735	..	..	..	..	..	..	..	..	..	74,000
1862 ..	70	18,558	1,449	..	..	..	2	737	32	1	283	15	70,707
1863 ..	112	27,144	2,020	..	..	..	5	1,269	58	..	..	..	103,126
Total .	406	99,302	8,333	1	163	19	13	3,782	176	1	283	15	363,119

These tables show a steady increase in shipping and trade between the two islands, with the exception of a decline of 64 per cent. on exports from Mauritius in 1863, due to political causes and the high price of cotton goods. On the other hand, the exports from Madagascar have increased from 56,015*l.* in 1859 to no less than 103,126*l.* in 1863, as will be seen from the following statements.

STATEMENT of General Exports from the Colony of Mauritius to Madagascar during the year 1863.

Articles.	Quantities.	Value.
		£ s. d.
Animals, horses	1	20 0 0
Apothecary wares	.. .. ..	42 0 0
Apparel	.. .. ..	122 0 0
Bags, empty gunny	800	9 0 0
Beer and ale, of all sorts	152 dozen bottles ..	68 4 0
Books, printed	12 cwt.	63 0 0
Bran	2 cwt.	1 10 0
Butter	.. .. ..	2 0 0
Cabinet and upholstery wares ..	.. .. ..	0 5 0
Candles, composition	2,550 lbs.	152 0 0

* The number of ships noted in this column does not mean so many different vessels, inasmuch as the Mauritius vessels trading with Madagascar, though few in number, make many voyages each year.

Articles.	Quality.	Value.		
		£	s.	d.
Candles, wax and sperm	822	60	10	0
Coffee	6 cwt. 25 lbs.	18	10	0
Confectionery		64	16	0
Cordage, hemp		2	0	0
Cordials and liquors	415 gallons	138	10	0
Corks and bungs	177 gross 5 doz. 8	10	18	0
Corn, oats		1	0	0
„ wheat		1	0	0
„ wheat flour	85 cwt.	61	0	0
Cotton manufactures, plain	379,200 yards	3,683	14	0
„ coloured	369,307 „	5,923	5	0
Earthen and China wares	28,056 pieces	470	4	0
Fish		2	0	0
Fruits, dried dates		0	6	0
Glass bottles, empty		1	8	0
„ ware	648 pieces	8	0	0
„ looking, and mirrors	4,800	20	0	0
Groceries		3	12	0
Haberdashery, mercery, and millinery		1,536	8	0
Hardware, cutlery		370	11	0
Hats, felt	192	18	0	0
Iron, wrought, and nails	2 cwt. 1 qr. 2 lbs.	18	0	0
Jewellery		130	0	0
Lead, sheet and pipes	4 cwt.	8	0	0
Leather, wrought, boots and shoes	500 pairs	320	0	0
Lime	40 cwt.	10	0	0
Machinery and mill-work		100	0	0
Oil, cocoa-nut	2 gallons	0	8	0
„ olive	55 „	16	16	0
Painters' and dyers' colours and materials		82	16	0
Pickles and sauces		50	0	0
Pitch and tar	2 barrels	1	0	0
Plated and gilt wares		22	0	0
Provisions, preserved		233	2	0
Salt	1,205 tons 4 cwt.	652	12	0
Seeds, garden		0	12	0
Soaps	28 cwt. 3 qrs.	50	18	0
Silks, satins, and ribbons	900 yards	300	0	0
Spirits, brandy	513⅜ gallons	179	0	0
„ Geneva	30 gallons	24	0	0
„ rum	125,764⅛ gallons	6,537	18	4
Stationery		80	5	0
Stones, marble	2	1	0	0
Tin plates		207	0	0
Tobacco, manufactured, cigars	10 lbs.	3	4	0
Twine of all sorts	28 lbs.	2	0	0
Umbrellas and parasols, cotton		70	0	0
Vermicelli and macaroni	2 cwt.	2	8	0
Vinegar	63 gallons	6	15	0
Wine	8 hhds. 2 C. B.	541	10	0
Wood, boards, and planks	348 running feet	12	0	0
„ shingles	11,200	44	0	0
„ woodware		15	0	0
Woollen cloths	363 yards	57	0	0
Total		22,654	15	4

STATEMENT of General Imports into the Colony of Mauritius from Madagascar during the year 1863.

Articles.	Quantity.	Value. £	s.	d.
Animals, cows and oxen	14,446	70,925	0	0
„ sheep	36	33	10	0
„ swine	1,931	1,058	4	0
Apothecary wares		42	0	0
Apparel		251	19	0
Bags, gunny	500	3	12	0
„ straw	31,960	254	2	0
„ vacoa	11,300	100	0	0
Bark, for tanners		0	5	0
Basket and basket work		46	5	0
Beef, salted	110 cwt. 1 qr.	226	0	0
Blacking		1	0	0
Cabinet and upholstery wares		0	6	0
Canes and sticks		12	11	0
Caoutchouc		22	4	0
Clocks and watches	2	5	12	0
Coffee		1	10	0
Confectionery		2	10	0
Copper, sheets and nails	225 cwt. 1 qr. 15 lbs.	708	10	3
Cordage, hemp	20 cwt.	30	14	5
Corn, beans	18 cwt. 2 qrs. 3 lbs.	45	11	0
„ maize		1	0	0
„ peas		16	0	0
„ rice	45,843 cwt. 12 lbs.	21,568	6	0
„ wheat flour	4 cwt.	2	0	0
Cotton, plain, manufactured	33 yards	15	0	0
„ hosiery		100	0	0
„ coloured	3,600 yards	135	0	0
Earthen and chinaware	1,907 pieces	21	9	0
Fruits, pistachio nuts	4 cwt.	1	10	0
„ fresh		2	0	0
Glass bottles, empty		0	9	0
Glassware		0	10	0
Gum copal	99 cwt. 3 qrs. 14½ lbs.	129	0	0
Haberdashery, mercery		769	0	0
Hardware and cutlery		82	1	0
Hats, felt	36	5	8	0
„ silk	12	0	12	0
„ straw	12,779	199	6	8
Hides	1,922	410	14	0
Horns, cow, ox, or bulls'		5	19	6
Hulls of vessels abandoned	1	163	0	0
Juice of lemons or limes	55 gallons	2	10	0
Lard	6 qrs. 9 lbs.	12	2	0
Leather, wrought, boots	550	204	0	0
Lentiles	45 cwt.	20	0	0
Lime	2 cwt.	0	10	0
Linen, manufactured, plain	18 yards	0	6	0
„ sails	21 „	37	15	10
Mats and matting		570	10	0
Musical instruments		0	16	0
Painters' and dyers' colours and materials		15	0	0
Perfumery		1	0	0
Pickles and sauces		14	2	0
Plants and roots		74	8	0
Pork, salted	1 cwt. 3 qrs. 25 lbs.	2	10	0
Prints and engravings		0	10	0
Provisions, preserved		1	0	0
Rabannas	79,037	1,115	1	0
Salt		0	1	0
Seeds		4	10	0
Specimens illustrative of Natural History		10	0	0

Articles.	Quantity.	Value. £	s.	d.
Spices, cinnamon		2	12	0
„ of all sorts		0	2	0
Spirits of wine	161 gallons			
Starch	288 cwt. 3 qrs. 19 lbs.	168	14	0
Sugar	137 cwt.	109	12	0
Tobacco, manufactured	6,006 cwt.	155	16	0
„ „	46,546 lbs.	1,526	2	10
„ cigars	19 lbs. 10 ozs.	1	3	0
Turmeric	2 quarters	0	5	0
Wax, bees'	74 cwt. 1 qr. 16 lbs.	166	11	0
Wood, boards and planks	36,945 running feet	269	18	0
„ casks, empty	9	1	0	0
„ firewood	4	2	0	0
„ masts and spars	27	121	4	0
„ shingles	120,000	60	0	4
„ spokes and wheels		6	0	0
„ timber	16,435	1,012	10	0
„ woodware		10	19	0
Woollen manufactures, cloth	150 yards	25	0	0
„ carpet and carpeting		0	10	0
Total		103,126	1	6

From these details it is evident that British trade with Madagascar is in its infancy, the imports to that country comprising merely necessaries of life, wearing apparel, and provisions; nor, indeed, could more be fairly expected, if we take into consideration the previous rigid exclusion of the people from exterior communication under the rule of Queen Ranovalo; and also the fact that during the five years under review, three distinct changes of Government, both in regard to form and as to principle, have taken place.

The Mauritius Custom-house Returns contain, as regards exports to Madagascar, but two items of any importance :—

	£
1. Clothing of all sorts, including wearing apparel, haberdashery, silks, boots, and cotton and woollen fabrics	12,941
2. Liquors of all sorts, including wine, spirits, cordials, and beers	7,488
Forming a total of	20,429

or about $\frac{9}{10}$ths of the entire amount of 22,000*l.*

In like manner, in examining the statement of imports to Mauritius from Madagascar, we find the latter country accredited for :—

	£
1. Animals of all sorts, chiefly oxen	71,568
2. Rice	21,568
Which two items alone represent a value of	93,136

or about $\frac{9}{10}$ths of her entire exports.

In conclusion, it may be observed that the convulsions of the American Continent have even affected the trade of the distant and retired Island of Madagascar by raising the price of cotton goods, for while the exports from Madagascar, in spite of her late internal commotions, increased nearly cent. per cent. in 1863, during the same year her imports declined 64 per cent. from the effects of a civil war carried on some 13,000 miles away from her coasts.

May 7, 1864.

RUSSIA.

BERDIANSK.

Report by Mr. Acting Consul Wagstaff on the Trade of Berdiansk, for the Year 1863.

Town of Berdiansk.—The town of Berdiansk is built upon a low sandy plain of one mile wide and several miles in length, immediately underneath an acclivity which rises abruptly to the steppe, sixty feet high. It is a stereotyped edition of all Russian towns—the streets running at right angles to one another. The houses, 1,424 in number, are generally of one story high and principally built of bricks ; some are constructed with a soft sort of stone brought from Kertch, where it is found in immense quantities. This kind of stone, owing to its non-endurability, is very unsuitable for building purposes ; nevertheless, on account of the great facility in working it into different shapes, which Russian masons do easily with their axes, it has been largely employed in the south part of Russia. The walls of the houses are very thickly built, to enable them to resist the severe cold. Besides the foregoing number of houses, there are 189 grain magazines, which are capable of holding about 50,000 quarters. In the years 1852 and 1853, the harvests were so abundant that there was not sufficient room for storing the grain, and many private dwellings were used for that purpose. Since that time the number has largely increased. There are also fifty-nine shops, selling groceries, hardware, cotton stuffs, and other manufactures, leather, &c., one apothecary's shop, theatre, and hotel.

Only in one single instance an attempt has been made to pave a street, which had not a successful issue. Great hopes are, however, entertained that the municipal authorities will soon have sufficient money in hand to enable them to commence this much-needed improvement. In summer, owing to the scorching heat, it is painful to both feet and eyes to walk through the streets, where the sand and dust in many parts reach the ankle; again, after the heavy autumnal rains, the streets become impassable for several days for mud and water. The system of drainage is used on a very limited scale, and much room is left open for improvement.

It is also proposed to lay down pipes for the conveyance of water nto the town. Much misery is entailed by the want of the first necessity of life; even the water which is obtained from some distance is very brackish, and in many cases unfit to drink.

No means have yet been taken to light the town, and even the oil or naphtha lamps, which are generally found in small Russian towns, are here wanting. This public requirement is much felt, particularly during the long winter nights, and it is to be hoped that something will soon be done to assist benighted travellers in finding their domiciles.

Owing to the low position of the town, it incurred the risk of being inundated during the heavy gale of the 22nd and 23rd of last April. The sea broke over the sandbanks on the east side of the town, and the water approached to within 100 yards of the suburbs. Several isolated houses were washed away, and the gardens in the immediate vicinity were two feet under water. Happily the wind changed, else without doubt more disastrous consequences would have followed. This low position of the town at times causes great uneasiness to its inhabitants, as naturally the foundations of buildings cannot be made as deep as is generally used, water making its appearance on digging five feet below the surface.

On the east part of the town there exists a fine public garden, covering an area of 33½ acres, which is well planted with trees. This place is the resort of all classes during the summer months.

Public Institutions.—The different Government offices are the district and rural Courts, the Court of Wards of the Nobility, Treasury, Police, Custom-house, and Post-office; likewise Town-hall and district school.

Berdiansk formerly only possessed one church in town, and a small one at the cemetery, one mile distant. This was found very inadequate to the wants of the increasing population, and last year two other churches were commenced, which will soon be completed. Besides the above, there is one Roman Catholic church, one Lutheran, and one Menonite chapel, and one synagogue.

Public Works.—Of late, a new feature is to be noticed at this port which greatly increases its commercial importance—viz., the construction of a breakwater in fourteen feet of water, and 1,073 yards from the shore, sheltering the wooden pier used for loading from the frequent southerly gales, which have hitherto caused great losses to both shippers and insurers. The extreme length is 653 yards, and its height above the level of the water is seven feet. The surface and ground layers are built of granite, extracted from the adjacent quarries, twelve miles distant, where it is worked with apparent facility. The middle layer is of calcareous stone obtained from Kertch. The breakwater was first commenced in the summer of 1862, but little progress was made until the ensuing winter, owing to the distance the stones had to be conveyed, and the few conveniences there then existed for the transhipment of same; since which time a wooden pier has been built, and a tramway laid down from the place of discharge to the end of the jetty, which has been the means of greatly facilitating this enterprise. The winter, however, brought with it advantages, which were not lost sight of by the contractor in undertaking this work; an unusual inclemency of the weather from the middle of November until the following March permitting the transport of heavy blocks of granite upon sledges over the ice, materially assisted the advancement of the work. In some cases the ice was cut and the blocks lowered to the bottom; in others, the stones were so arranged on the ice that when it was broken up they fell into their respective places. The winter of 1863 was also employed with similar success.

The work of completion is being carried on with great energy, and by the autumn this much-needed construction will be terminated. At present it only requires levelling and paving, and though it is not completely finished, yet it has already proved to be a valuable safeguard to the small craft employed in loading vessels in the roadstead, besides which, vessels of light draught of water, in case of need, could also profit by this maritime bulwark.

The sum of money necessary for the above construction was being rased by a tax of 2½*d.* per quarter of grain and seed, &c., shipped at this port, which the merchants voluntarily laid upon themselves. This tax was first levied in July, 1852. The total sum that has been received by the Russian Government is £48,485; the estimated cost of the breakwater being £52,730. The above-mentioned tax has, by the Imperial ukase of the $\frac{18}{30}$ May, 1864, been abolished, and the Government in lieu thereof has assigned the annual sum of £4,000 for the completion and future repairs of the port of Berdiansk. Several times before this work was commenced applications were made to the Governor-General respecting the great drawback there existed to the development of commerce at this place, owing to the absence of some means of protection to lighters. After considerable delay engineers were sent to survey and report upon this matter, and a contract was subsequently concluded at

11*s.* 9*d.* per cubic yard for 73,660 yards of stone deposited in the sea, and 13*s.* 4*d.* for every cubic yard above that quantity. At present it is the prevailing opinion that the breakwater does not fully meet the requirements of the port, and it is opined that fresh measures will be taken for its continuation to 700 yards. Should this be the case, and the jetty carried out 70 yards further, which latter has already been commenced, the facilities for shipping wheat, &c., will be materially increased, as no wind can then seriously impede the loading of lighters, the port being shielded from the prevalent north-easterly gales by the long sandspit which extends into the sea for seventeen miles, and at the extremity of which is built a lighthouse, showing every minute a revolving red light 85 feet above the level of the sea, and visible at a radius of ten miles. No danger may be apprehended from any other point, as the Obitoshnah spit, together with the breakwater, would secure the safety of all lighters loading at the pier.

Railways.—The want of railways is very much felt in these parts for the conveyance of produce from the interior. Should the line be constructed from Moscow to the Crimea, there is little doubt but that something will be done to open up the interior with Berdiansk by a more expedite manner of transport than there at present exists.

Canals.—Canals are likewise a public convenience much to be desired, but it does not seem probable that either this or railways will be constructed in this part of Russia for another half century.

Telegraph.—The telegraph has done much to facilitate commercial enterprise. Commissions are received and executed with great despatch, and speculators are enabled thereby to regulate their transactions by the foreign markets. Besides intercourse with the interior, telegraphic lines are in conjunction with those of Europe. This service is very satisfactorily performed.

Roads.—Persons travelling in this part of Russia experience inconceivable difficulties owing to the state of the roads, which in all seasons are bad, but particularly after the heavy rains in autuman they become one uninterrupted slough. Postal communications are consequently carried on very irregularly, and no dependence can be placed on the arrival of the posts, which are often detained three and four days, thereby causing to the mercantile classes the greatest inconvenience, often accompanied by losses.

Population and Industries.—The population of Berdiansk may be estimated at 11,000, including both resident and temporary inhabitants. It is composed of Russians, Jews, Germans, Armenians, and foreigners.

The chief employment of the inhabitants is agriculture.

On the high land at the back of the town several windmills are constructed. This feature is of great service to mariners approaching the port, as they can observe the mills a long time before the town is visible. The total number of mills at work is 40, besides which there 2 rude oil-mills, 5 brick, 3 tile, 1 maccaroni and 1 candle manufactory, and 6 tallow foundries. There no other manufactories in Berdiansk.

The river Berda, which empties itself into the sea eight miles north-east of the town, is unnavigable, and very often during the summer months partially dry. On the east bank of this river is built the small town of Petrofsky, the principal station of the Azoff Cossacks. This year 350 families have been transferred to the Couban, and next year several more will follow. It is evident by this transfer that the Government contemplates the establishment of a strong military force upon the frontiers of the newly-acquired territory. Some of the inhabitants of this Stanitza, who are not of Cossack origin, but who for some years past have enjoyed the same privileges, petitioned the Emperor to let them remain at

Petrofsky, which has been accordingly granted. This measure will seriously restrict the intended emigration.

Agriculture.—There are belonging to the town 9,910 acres of pasture land and 5,720 acres of cultivated land, which latter is let out on the average at 15*s.* per acre. This land, which was formerly very fertile, yielding 5½ quarters to the acre, at present, owing to no means being taken to enrich it, only gives from 2½ to 3½ quarters. This is not surprising, as the agricultural implements are of a very inferior sort, and no care is taken in selecting the wheat for sowing seed. An English firm having established a depôt for the required implements, there is every appearance of machinery being more generally employed. The emancipation of serfdom and the great scarcity of manual labour have convinced the proprietors of the necessity of adopting this system. Some, however, are very tenacious to the old manner of agriculture, and look upon the present innovations with little confidence. Irrigation is totally neglected, and direful indeed are the consequences. Owing to the unusually long dronghts of the past three years, the crops have been a complete failure, and up to the present time, by reason of the aridity of the weather, the prospect of this year's is very unsatisfactory. Should they for the fourth time prove a failure, the agricultural classes will be reduced to abject misery, as they have thrown their last resources into the ground, and have already taken advances which they will not be able to meet, consequently a great deal of land will change hands. Besides the drought, there are other more serious grievances resulting to the crops; locusts and field rats destroy in part that which has escaped being scorched. The former of these much-dreaded enemies made their appearance in this district in 1856, and continued their visits annually, but in 1862 they settled down to breed. This important fact was discovered by the inhabitants of the adjacent villages in the winter of the same year, but, from fear that they would be employed in exterminating them, kept their fatal secret until it was too late to be remedied. When they at last became fully aware of their danger, application was made for assistance; hundreds of carts and beasts were sent with crushers, but to little avail; the evil had already spread itself seventeen miles. Attempts were made to rake them into heaps and burn them, but without success. The rats at times also commit sad havoc amongst the wheat, especially when they leave in droves for another part of the country, everything is levelled with the ground.

Colonies—German.—In this district there are 60 German colonies, containing 23,295 inhabitants. Formerly the land occupied by them was very productive, and the quantity and quality of wheat raised was much superior to that of their Russian neighbours. A decline, however, has been observed for some years past, and the causes are mainly attributable to the fertility of the soil being exhausted, the long droughts of the last few years, and the imperfect state of agricultural implements. These colonies present a striking contrast with the surrounding country. On entering their precincts a different style of agriculture is at once remarked. The allotment of the land, the uniform buildings and methodical arrangement of same, together with the fruit trees that are planted, all prove their superiority to Russian agriculturists. The principal productions of these colonies are wheat, wool, butter, cheese, fruits, and silk. There has been a great falling off in this last article for the past five years, owing to the general loss of the silkworm in a manner totally inexplicable. Fresh seed has last year been brought from France, and there is every prospect of this branch regaining its former activity. In the colony of Halpstadt there is a dyeing and cloth manufactory; the latter has thirteen looms at work, which turn out annually about 10,000 yards of cloth. A large number of the inhabitants of these colonies are tradesmen, whose work is much appreciated in this part of Russia.

Bulgarian.—In addition to the before-mentioned colonies, there are forty-one colonies of Bulgarians, with 17,635 inhabitants, who have settled upon the land formerly cultivated by the Noguais Tartars. There is every prospect of this industrious class of people prospering, and of their assisting materially to the development of the limited resources of this district. Their first experience of Russia has been very unsatisfactory, their crops for the last three years having proved a failure.

No wood of any importance is grown in this district, and fruit trees are cultivated to a very limited extent. The grub this year has been very destructive, and the apricots, cherries, and apples have much suffered.

This part of the country formerly abounded with game, but of late years a sensible decrease has been remarked. The heavy rains in spring and unprecedented falls of snow in winter, combined with the destructive efforts of some expert sportsmen, several species have been nearly exterminated. The chief game is woodcock, shipe, small bustard and quail, during their passage, besides partridges, bustards, and hares, &c.

Climate.—The climate of Berdiansk is considered to be very healthy, the proportionate rate of mortality being 1 to 20. On the average there is annually born 433 male and 442 female children, which shows the population is steadily increasing. Winter commences at the beginning of December and finishes about the middle of March, during which time the cold is very severe, the thermometer being as low as 5° below zero farenheit. In summer the other extreme is felt, the heat being truly intense: the thermometer stands at 77° in the shade, and at 95° in the sun. This is the mean temperature, but at times there is a difference of + or — 10°.

Salt Lakes.—The three salt lakes, "Long," "Round," and "Large," found on the sand spit, yield annually about 5,000 tons of salt. Unfortunately the enterprising spirit of dealers in this article has begun to wane; in consequence of the many formalities to be observed, coupled with the present high excise duty, no profit is left to speculators. The falling off has brought into existence another evil. The peasant in the interior formerly transported wheat to the town at a low rate, knowing he was always able to obtain a return load of salt; now this resource is wanting, it is to be feared that the costs of transport of grain will be increased. The fish it is hoped will supply this want, as a great many cargoes have lately been brought from the opposite side of the Azoff instead of to Mariopol, which is the principal mart for fish in the sea of Azoff.

Trade and Commerce.—Imports.—The importations at this port are not very extensive, as the mass of articles required are received from the interior and Odessa overland.

The following return exhibits the yearly importations at Berdiansk since the Crimean war:—

Articles.	English Weights and Measures.	Quantities.							
		1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Almonds	Cwt. ...	17½	...	52	...	...	22½	...	...
China	„ ...	...	...	...	3⅜	...	...	...	...
Coffee	„ ...	356⅓	1,414	1,480⅔	551	984	905	846	1,347
Cheese	„ ...	...	10	...	...	...	...	...	...
Coal (English) ...	„ ...	...	...	...	...	1,640	...	...	...
Coke	„ ...	...	...	...	...	...	...	549	...
Charcoal	„ ...	...	...	...	...	2,665	...	...	...
Cotton stuffs, &c. .	Yards ...	..	...	...	...	56,590	60 cwt.	...	...
Cotton twist ...	Cwt. ...	...	...	...	30,616	...	...	...	...
Clothes	Value £	...	...	3,455	...	...	...	...	...
Carob beans ...	Cwt. ...	...	323	1,380	2,649	254	4,948	1,569	5,778
Champagne ...	Bottles ...	1,310	40	504	720	760	...	...	...
Carriages	No. ...	...	...	...	...	...	5	...	...
Earthenware ...	Cwt. ...	6	42½	216	2⅜	...	27½	...	6
Furniture... ...	„ ...	17	127⅝	170	146	309	157	43	...
Fish (salted) ...	„ ...	26⅔	37	...	...	63	...	...	...
Fruits (dried) ...	„ ...	11⅓	104⅓	786	400	1,069	152	337	380

Articles.	English Weights and Measures.	Quantities. 1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Iron wire, &c.	Cwt.	...	...	...	1,659½	25	...	...	—
Implements	,,	...	...	...	...	38	...	...	96
Lemons & oranges	Doz.	16,396	47,241	23,083	42,620	11,331	27,141	49,965	49,630
Lemon juice	Cwt.	...	...	...	29	...	...	...	...
Machinery	No.	...	...	8	...	...	...	...	778 cwt.
Marble	Cwt.	155	...	...	17	...	143	34	...
Medicines	,,	...	3⅔	...	...	3	...	...	...
Nuts	,,	235	512	911	981	1,845	2,816	912	924
Oil, olive	,,	248	618	494⅔	2,780	160	670	665	1,042
Olives	,,	...	272	236	...	...	...	...	...
Paper	,,	...	7⅓	...	6½	...	...	...	...
Pepper	,,	80⅓	...	100⅔	75	105	57	20	146
Pianofortes	No.	...	6	...	...	...	...	...	...
Porter	Bottles	...	...	960	...	...	...	...	...
Rice	Cwt.	342	61⅔	...	147	611	366	955	586
Sugar	,,	151	...	...	45	213	40⅓	...	413
Soap, Turkish	,,	...	...	15	...	19	...	...	...
Syrup	,,	...	...	...	...	64	...	...	...
Tobacco	,,	82⅓	111⅓	70	...	41⅓	92	...	4
Wine	,,	438	9	63⅔	7	19	49	20	...
Ditto	Bottles	624	103	826	...	...	...	...	...
Walnut planks	Cwt.	...	...	...	...	...	210	...	...
Wood, fuel	,,	...	...	...	...	7,750	...	...	...
Woollen stuffs, &c.	,,	...	...	...	76	65	...	...	...
Water, mineral	Bottles	527	...	...	...	...	...	...	...
Zinc	Sheets	...	...	...	...	13	...	...	...
Sundries	...	16	50	1	...	...	...	3,691	...
Total Value of Imports	£	6,959	17,621	22,783	35,113	19,875	23,512	17,228	32,105

Exports.—By an Imperial decree of the $\frac{18}{30}$ May, 1864, all duties on articles exported have been abolished, with the exception of the following, viz., timber, potash, mats, silk (cocoons), pearlash, resin, zinc, leeches, rags, and raw bones. This abolition will give a renewed energy to exportation, and the country will not suffer by the change, as it will enable purchasers to enhance their prices and encourage cultivators to sow more largely.

The principal exports from Berdiansk for the last eight years are shown in the following return:—

Articles.	English Weights and Measures.	Quantities. 1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Barley	Qrs.	...	13,252	27,057	6,329	7,751	10,311	13,480	809
Butter	Cwt.	...	552½	...	...	1,752	...	331	...
Caviar	,,	8	...	...	...	...	...	...	...
Copper	,,	1,124	...	...	...	...	...	...	...
Bones	,,	...	4,194	...	...	...	...	...	...
Flour	,,	97	161⅓	...	108	1,972	...	...	...
Hides, dried	,,	7,333⅔	28,637⅔	1,791	1,172	4,132	3,139	189	797
Ditto, salted	,,	...	1,591⅔	...	...	...	...	...	...
Hemp	,,	...	1,285	...	...	...	...	...	...
Horsehair	,,	...	...	...	62	...	...	...	...
Horns	,,	...	252¼	...	...	...	...	...	...
Hoofs	,,	...	97	...	...	...	...	...	...
Iron	,,	...	...	...	34	...	...	...	...
Linseed	Qrs.	77,022	51,907	68,344	55,729	63,368	44,389	27,536	19,650
Meats, salted	Cwt.	...	704⅓	...	...	...	...	...	...
Maccaroni	,,	...	9⅔	...	...	...	...	...	...
Oats	Qrs.	...	...	20,603	31,402	5,166	1,178	1,055	94
Rye	,,	...	...	...	...	3,959	12,792	9,672	...
Rape seed	,,	3,381	9,455	10,267	1,971	8,271	6,032	12,465	13,236
Rags	Cwt.	...	...	...	1,628	1,166	313	...	...
Sunflower seed	Qrs.	...	20	...	...	...	...	...	...
Skins, rats'	Cwt.	...	6⅔	...	...	...	...	...	...
Ditto, hares'	,,	...	181⅓	...	...	...	...	...	...
Ditto, horses'	,,	...	...	...	3	...	...	...	...
Silk, cocoons	,,	...	...	67	31	...	16	...	...
Spirit, wine	Galls.	13	...	...	...	...	...	...	...
Tallow	Cwt.	27,079⅔	42,720⅔	25,371	4,250	11,959	3,027	1,416	12,531
Tobacco	,,	...	13	...	...	...	...	...	...
Tongues	,,	...	70⅓	...	...	...	...	...	...
Wheat	Qrs	245,190	146,279	326,904	331,599	315,581	351,957	200,665	187,355
Wool, merino	Cwt	1,910	13,790⅔	5,242	1,222	5,607	11,531	1,278	5,259
Sundries	,,	...	1,351	319	...	...	...	...	...
Total Value of Exports	£	887,785	746,250	892,566	714,997	960,211	845,333	542,340	403,946

A large number of men are employed at the fisheries, which are nineteen in number. Fish is an important article of trade at this port, and amounts to upwards of 30,000*l.* annually. The Jews have the whole of this trade in their hands and derive large profits therefrom. More attention has lately been given to this branch, and it has every prospect of prospering. The principal fish caught is the sturgeon, of which there are three kinds, Osceteor, Beluga, and Serruga; this last is greatly esteemed on account of the delicious cavior it gives; besides, there is the bream and cyprinus vimba, which latter is caught in immense quantities, and forms the main aliment of the agricultural classes. It is conveyed into the interior in a dry, salted, and smoked state; its average weight is 10 ounces, and the price per thousand 2*l.*

Weights and Measures.—The following Table shows the English equivalents of Russian weights and measures used at this port:—

Weights and Measures.	Russian.	English.
Weights	96 zolotniks or 1 funt	16 oz. or 1 lb.
	40 funts or 1 pood	36 lbs.
	3·15 poods	1 cwt.
Length	1 arsheen or 16 vershoks ..	28 inches.
	3 arsheen or 1 sasjen	2⅓ yards.
Surface	1 square sasjen	49 square feet.
	2,400 square sasjen or 1 desatine	2·70 acres.
Capacity	1 vedro or 8 shtofs	2·70 gallons.
	1 botchka or 40 vedros	0·86 pipes.
Proportionate table ..	1⅗ mirkas	1 bushel.
Grain and seed	1 tchetvert wheat weighing 10 poods	0·72 quarters.
	„ rye	0·80 quarters.
	„ linseed..	0·83 quarters.
	„ rapeseed	0·83 quarters.
	„ barley	0·88 quarters.
	„ oats	1·23 quarters.
Moneys	6·60 silver roubles average ..	1*l.* sterling.
	1 silver rouble or 100 copecs ..	3*s.* sterling.
	33 copecs	1*s.* sterling.
	2¾ copecs	1*d.* sterling.

Banking.—There are no banking establishments at this place, the want of which is very much felt by the commercial classes. It is hoped, however, that branch banks of the Moscow, Odessa and Rostoff banks will soon be established at all the Azoff ports.

Exchange.—The exchange at Berdiansk is regulated by that of Odessa, and persons wishing to negotiate bills are obliged to send them to that place, thereby incurring an extra expense of 3 per cent. for insurance, banker's commission, and brokerage. 6 roubles 60 copecks may be calculated as an average exchange.

Currency.—Paper is the usual currency of this country. The notes are of roubles, 100, 50, 25, 10, 5, 3, and 1. Since the Crimean war there exists a great scarcity of metallic money, which may be partly attributed to the large numbers of Russian travellers, who, before leaving the country, exchange their notes for gold, &c., and to merchants trading in the frontiers who make all their payments in specie. The average agio is 6 per cent. The different coins in circulation are, half imperials (gold), worth 5 roubles 15 copecs, the silver rouble, 75, 50, 30, 25, 20, 15, and 10 copecs. The copper coins are of 1, 2, 3, and 5 copecs.

Shipping and Navigation.—The navigation of the Sea of Azoff generally commences the first week in April and terminates the last week in November. It is considered unsafe for vessels to prolong their stay after that date, as they incur the risk of being caught in the ice. When masters of vessels observe the "barber" flying, it is an infallible sign of approaching frost. In some instances vessels have continued at Berdiansk

to take in their cargoes until the middle of December, but these are exceptional cases.

Roadstead.—The roadstead of Berdiansk is capable of holding more than 2,000 vessels, and it possesses many and superior advantages to that of Taganrog. The usual anchorage is 2 miles south-west of the town, and vessels generally bring up in 15 feet of water; after taking in a few lighters of wheat, &c., they usually shift berth to deeper water to complete their cargoes. The result of the last soundings shows that the water gradually increases from 6 to 15 feet from 30 fathoms to within one mile of the shore, where it runs level for some distance, then gradually deepens into 17, 19, and 20 feet. The anchorage is of a hard sandy and shelly nature.

Harbour.—There are no ports in the Sea of Azoff suitably adapted for vessels to winter in, and Kertch is invariably chosen for that purpose. Berdiansk, however, possesses on the west side of the spit a small bay capable of holding from 150 to 200 lighters, and which is generally made use of by the small craft of the Azoff. The entrance to this harbour is yearly becoming less practicable, and it is to be deplored that no means are taken to remedy this evil, which will cause this year a great many lighters to winter at Kertch and Theodosia.

Ballast.—The great evil that has long existed in the Sea of Azoff, viz., the vessels throwing their ballast overboard, seems to have at last attracted the notice of the Russian Government. A commission has been sent to survey the different ports, and a company at Taganrog has offered to take the contract to discharge the ballast from all vessels in the Sea of Azoff, upon the payment of about 1*s.* per register ton. This exorbitant rate can never be sanctioned by the Government, and there exists so many reasons against a general rule being laid down for all the Azoff ports, that little fruit is expected to be reaped from this attempt to ameliorate the present system. Though the question was mooted last year, nothing has yet been done, and it is to be feared that this question, which is of vital interest to shipping, will for the want of proper support fall to the ground. The port of Berdiansk enjoys a privilege which other ports of the Sea of Azoff are deprived of, that is, a place allotted for the discharge of ballast. This boon is mainly owing to the representation of Her Majesty's late Consul Cumberbatch, who seeing the abuses committed by shipmasters in preferring to run the risk of incurring a penalty of 100 roubles or 15*l.* for throwing their ballast into the sea to that of bringing it on shore, obtained, in conjunction with the other Consular representatives, the present ballast ground three miles west of the town. No efficient means were ever offered to shipmasters for the discharge of their ballast, and to have landed it with their long boats would have absorbed too much valuable time; furthermore, during the boisterous spring and autumn weather, no boats could possibly perform this service.

The following is a Return of the number of vessels of all nations, showing their total tonnage, which have cleared from this port with cargoes since the year 1856:—

Nationality.	1856.		1857.		1858.		1859.		1860.		1861.		1862.		1863.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Austrian	48	15,513	36	11,364	47	16,148	20	6,471	51	18,209	46	16,052	16	5,345	9	2,793
American	..	..	1	287	..	..	..	..	1	266	..	..	..	..	..	..
British	27	8,453	11	3,462	21	6,290	16	3,770	28	7,451	16	4,570	14	4,212	6	1,601
Belgian	..	..	..	..	2	813	3	1,466	1	353	..	..	1	576	..	..
Danish	5	703	2	692	2	503	2	207	..	..	1	100	..	..	..	..
French	38	6,745	14	3,097	12	2,671	16	3,100	10	1,938	16	3,035	9	1,667	16	3,209
Finland	..	..	..	..	..	..	1	451	1	442	..	..	..	..	..	..
Greek	23	5,982	33	9,687	45	12,212	58	13,679	44	10,423	24	6,416	7	1,846	13	2,610
Hanoverian	1	39	1	268	..	..	3	474	..	..	..	..	..	..	1	135
Haytian	..	..	..	..	..	..	..	..	..	..	..	..	135	27,637	85	19,193
Ionian	..	..	..	..	6	1,186	11	2,252	12	2,725	6	1,259	3	704	4	848
Mecklenburghian	2	573	2	600	2	676	4	861	6	1,267	5	961	6	1,269	3	538
Moldavian	1	350	1	338	1	300	1	203	..	..	..	..	..	..	..	..
Norwegian	1	230	1	126	3	697	5	1,209	5	1,624	6	1,541	2	476	..	..
Neapolitan	8	2,455	5	1,490	7	1,989	13	3,730	5	1,418	4	1,067	..	..	..	..
Prussian	3	801	4	1,482	1	306	2	704	2	772	4	2,100	2	660	..	..
Papal States	2	489	1	296	2	635	..	..	..	..	..	..	..	..	..	..
Russian	3	183	1	72	10	1,249	14	2,711	15	3,074	5	1,168	5	1,360	..	..
Sardinian	70	16,775	90	24,825	147	33,884	110	24,312	105	23,645	148	35,294	..	..	9	1,854
Spanish	..	..	..	..	1	69	..	..	..	..	..	..	..	..	..	..
Samarian	1	70	..	..	1	126	1	150	3	790	..	..	..	..	..	..
Servian	2	710	..	..	..	..	1	179	..	..	..	..	..	..	..	..
Tuscan	14	4,621	5	2,174	18	4,452	40	7,952	2	498	..	..	..	..	..	..
Turkish	3	94	20	1,655	24	1,244	33	903	19	1,367	12	425	7	438	10	441
Wallachian	1	260	..	..	3	709	4	783	..	..	..	..	..	..	..	..
Total	253	65,046	228	61,915	355	86,159	358	75,567	310	76,262	293	73,988	207	46,190	156	33,222

Coasting Trade.—The coasting trade of the Sea of Azoff has nearly trebled since the Crimean war. Last year as many as 501 vessels entered at this port with cargoes amounting to 54,205*l.*, and 533 cleared with cargoes to the value of 25,915*l.* They are principally employed in carrying Government provisions from the river Don to the different Black Sea stations, coals from Rostoff, timber, fruits, salt and fish, &c.

Steamboat Communication.—Since the existence of the Russian Steam Navigation Company, a line of steamers have been running weekly between Kertch and Taganrog, calling at the other Azoff ports. This means of communication is greatly appreciated by all classes, but the rates of passage are so high, in many instances travellers prefer the land journey. The Company for the last two years have not deemed it profitable to establish a direct communication between Berdiansk and Mariopol, and passengers wishing to proceed to that place by steamer, must first go to Taganrog, and there re-embark on board a tug, which conveys him, after touching at Yeisk, on the opposite coast, at last to his destination. Another grievance of the same nature exists for those leaving for Constantinople, and to render it necessary to arrive at that place, the voyage to Odessa is indispensable. The transmission of goods by the Company's steamers is performed in a very unsatisfactory manner; no care being taken in stowing them, and light packages are often damaged. Competition is the only means of rectifying these abuses.

General Remarks.—In taking a general review of the whole district, it might be said that commerce is decidedly on the decline, and if strenuous measures are not soon adopted by the Government in establishing railways for the transport of wheat, &c., a great number of the commercial body will be obliged to leave this country for another offering a greater sphere of action. The bad harvests have been the chief means of creating this stagnation, and this year, though good accounts are received from the interior, yet, within a circuit of seventy miles, appearances are extremely bad. The equal losses of the hay crops, which are calculated to be half of the crops of wheat, have also had most serious consequences: the peasantry have been obliged to sell their oxen for want of fodder; a fine bullock which formerly cost 6*l.* now only realises 18*s.*, the worth of its hide; and the supplies of grain have been detained at a distance of sixty miles from the town, owing to no hay being found to feed the cattle on the road to Berdiansk. Straw is equally scarce. This dearth will be the means of increasing the costs of the transport of produce. Formerly the small farmer could bring into the market a portion of his crops, make his purchases, and return to the country, finding on his arrival another load ready thrashed and trodden out by the cattle he had left behind. At present he is obliged to employ all his oxen continually on the road, which will cause him grievous losses should an early autumn make its appearance, which is not uncommon, as wheat in this country is not housed but simply stacked, and much grain is thereby lost.

Berdiansk, July 14, 1864.

GRAND-DUCHY OF FINLAND.

Commercial Report by Mr. Consul Crowe for the Grand-Duchy of Finland for the Year 1863.

Exports.

The total value of the exports from the Grand-Duchy during the year 1863 amounted to 1,238,428*l.*, showing a steady healthy increase on the previous year, being nearly 200,000*l.* more than in 1862.

The principal articles of export were—

	£
Timber	24,768
Deals and Battens	488,667
Tar	167,356
Fish	26,638
Butter	102,334
Iron and Steel	146,543
Firewood	39,639
Cereals	25,406
Paper	10,207
Live Cattle	7,224
Salted Meat	7,323
Potash	6,335
Sundry Articles	185,988
Total	£1,238,428

			£
The cargoes shipped to Great Britain	were valued at		340,119
„ „ Russia	„ „		451,659
„ „ Sweden and Norway	„ „		112,186
„ „ Other Countries	„ „		334,464
	Total		£1,238,428

The principal articles exported to Great Britain were—

	£
Deals and Battens	248,775
Tar	57,797
Timber	7,040
Cereals	14,883
Sundries	11,627
Total	£340,119

The exports to Great Britain during the last five years have more than doubled, as will be seen by the following, viz.:—

	£
In 1859 the amount was	163,666
1860 „ „	173,556
1861 „ „	217,684
1862 „ „	265,882
1863 „ „	340,119

And the increase is the more remarkable as the freights were comparatively high.

Imports.

The total imports during the year 1863 amounted to 2,341,397*l.*, of which—

	£
From Great Britain	224,659
Russian Empire	1,003,247
Sweden and Norway	187,868
Other Countries	925,623
Total	£2,341,397

The principal articles of import and their relative value were—

			£
Cereals			607,815
Sugar			206,515
Coffee			171,634
Iron and Steel			136,479
Wines and Spirits			142,418
Tobacco			86,862
Salt			80,960
Cotton	Raw	£48,705	52,463
	Twist	3,758	
Manufactured Goods :—			
Silks		£19,282	157,012
Woollen Goods ..		60,559	
Linen „ ..		59,599	
Cotton „ ..		17,572	
Grits			58,654
Coals			28,295
Fish			41,324
Colours and Paints			34,379
Fruit			30,246
Other Goods			506,341
Total			£2,341,397

The following list specifies the most important articles imported from Great Britain and their relative value, viz. :—

	£
Iron and Steel	53,383
Cotton, chiefly raw	45,047
Salt	21,477
Coals	20,018
Wines and Spirits	1,445
Sundry Articles	83,289
	£224,659

The value of the imports from Great Britain during the last five years will be seen by the following statement.

	£
In 1859 the value was	199,590
1860 „ „	221,172
1861 „ „	180,462
1862 „ „	164,862
1863 „ „	224,659

Being an increase of only 25,000*l.* on the five years; however the value of the imports for Government account, and for public works, are not included.

Shipping.—During the year 1863 as many as 436 vessels, of a construed tonnage of 110,152 tons, cleared outwards for British ports, of which number 240 vessels of 59,16 tons were British; and during the

same year 222 vessels, of 54,098 tons burthen, entered inwards with cargoes from Great Britain, of which 39 vessels, of 8,060 tons, were British.

The following Table will give a return of British and Foreign shipping which entered and cleared from ports in the Grand-Duchy during the year 1863.

ENTERED.

Whence coming.	Finnish.		Natives of the Countries whence coming.		Others.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	103	26,308	39	8,060	80	19,730
Russia	806	98,400	250	27,994	305	56,538
Sweden and Norway ..	471	39,042	133	13,436	6	510
Other Countries	482	92,338	42	5,908	120	21,214
Total	1,862	256,088	464	55,398	511	97,992

Total entered, 2,837 vessels of 409,478 tons.

CLEARED.

Whither bound.	Finnish.		Vessels of Country whither bound.		Others.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	119	38,014	240	59,176	77	16,962
Russia	709	73,680	259	28,308	30	4,400
Sweden and Norway ..	542	50,216	84	7,050	3	372
Other Countries	539	102,832	58	8,696	245	40,926
Total	1,909	264,742	641	93,230	355	62,660

Total cleared, 2,905 vessels of 420,632 tons.

The Finnish mercantile marine consisted in the year 1863 of 532 vessels, of about 160,000 tons burthen, being an increase of 52,000 tons on the tonnage owned in 1853, which is the more astonishing as their fleet was reduced by one half during the war of 1854-1855.

The port of Helsingfors is the point of departure for most of the Finnish sea-going steamers: there being a regular weekly steam communication with the ports of Lubeck, Stockholm, and those of the Gulf of Bothnia, and twice a-week to Wiborg and St. Petersburg. A boat also leaves Helsingfors weekly for Revel and St. Petersburg, besides a daily departure of small coasting steamers for the neighbouring ports of Borg, Ekenás, &c.

There is a good ship-building yard, and a large slip at Helsingfors, where vessels of almost any size can be taken up and repaired, the charges being comparatively moderate; and I am happy to be able to report that a dry dock, with necessary foundry and mechanical shops for the repair of iron steamers, is under construction at this port, which, when completed, will be of great service to vessels in the Gulf of Finland, as the nearest dry dock is that at Stockholm.

The public are now enabled to telegraph to almost every port of any consequence along the whole extent of the Finnish coast.

During the year an English steamer, the "Albion," of Hull, arrived at this port with a cargo of short-horned cattle and Alderneys, together

with a large number of sheep of different kinds, ordered for Government account, for the improvement of the native breed; and a large quantity of modern agricultural implements was imported at the same time.

A large field is open here for the introduction of cheap and useful implements of agriculture, as the peasantry in this respect are far behind other nations; and, it is my opinion, an English agent would find it remunerative to visit this country for orders.

The exchange in these Tables has been taken at 36 pence per rouble.

Helsingfors, January 19, 1865.

POLAND.

Report by Colonel Stanton on the Trade and Commerce of the Kingdom of Poland for the Years 1862 *and* 1863.

The disturbed state of the kingdom of Poland during the past year has been attended with most disastrous consequences to the trade and commerce of the country, and all kinds of industries have suffered from the state of confusion that the insurrection has occasioned.

The general report of the commerce and agriculture of the country forwarded from this Consulate in the year 1862 was so detailed as to leave little beyond general remarks to be added on this occasion.

Navigation.—The navigation returns of the kingdom during the last year show a very considerable falling off from the average of former years, due in a great measure to the unusually low state of the rivers in consequence of a succession of dry seasons.

The depth of water in the Vistula at Warsaw, on the opening of the navigation in the month of February, amounted only to six feet, the river falling as low as one foot eight inches during the summer; in the month of July it again rose to nearly six feet, but soon fell again gradually to two feet six inches.

The state of the river Bug was still more unfavourable, and the water in this river so low that the large rafts requiring about twenty-eight inches of water were unable to be floated down, and even smaller rafts requiring only fourteen inches were worked down with difficulty. From this cause a very small proportion of the produce of the northern districts of the kingdom could be conveyed to Danzig for exportation. The proportion is stated to have amounted only to 5 per cent.

The corn trade of the kingdom was seriously affected by this state of the rivers, and even at the opening of the navigation in the spring, boats loading with grain were unable to take more than two-thirds of their usual cargoes; above Warsaw many boats that had taken in cargoes with the expectation of being able to make the voyage in July, when the river is usually open, were forced to discharge to enable them to reach a more favourable port for the winter, whilst others that left Pulawy in the month of July were unable to proceed further than Warsaw; indeed, after the month of July till the close of the season, no sailing boats could be employed in the trade.

The charges for freight for grain, on the Vistula to Danzig, during the spring of the year, were as follows:—

For sailing boats per last of sixty Prussian sheffels—

	Thalers.		Thalers.
From Zawichost	22	From Warsaw	11
Rachow	20	Plock	10
Kazimierz and Pulawy .	18	Wloclawek	8
Ivangrod	17	Nieszawa	7

Later in the season, in consequence of the state of the river, the navigation above Warsaw had to be discontinued, and freights from places below Warsaw rose from two to three thalers per last higher than the figures above mentioned.

The rates of freight for grain in gabars (boats towed by the Steam Navigation Company boats) were as follows per last :—

	Thalers.
From Zawichost to Danzig	29
Rachow	25
Kazimierz and Pulawy	21

These boats were only able to make two voyages during the season, the latter only with half cargoes.

By the Bug, the freight from Brzesc Litewski to Danzig was 24 thalers per last; from other places lower down the river 20 thalers. The steamers have ceased running on this river since the year 1854.

The rates of insurance charged on grain during the past year were as follows :—

On the Vistula—

	Per cent.
From Zawichost and Rachow	$1\frac{2}{5}$
Pulawy and Kazimierz	$1\frac{1}{5}$
Warsaw	1
Plock	$\frac{4}{5}$
Wloclawek and Nieszawa	$\frac{1}{2}$

On the Bug—

From Brzesc Litewski	$1\frac{4}{5}$
Granz	$1\frac{1}{2}$

Trade and Commerce.—According to official returns, the total value of the exports of the kingdom of Poland for the year 1862 amounted to 20,175,541 roubles. The imports for the same period amounted to 25,991,978 roubles. For the year 1863, the exports are valued at 1,998,636 roubles, or about one-tenth of the previous year. The imports are valued at 4,957,005 roubles, or about one-fifth of the previous year.

The accompanying tables contain the official returns of the exports and imports of the kingdom during the years 1862 and 1863, and are forwarded, being the only ones procurable.

Of the imports, the most important as regards the trade w th Great Britain are tea, coal, machinery, and hardware.

The importation of sea-borne tea into the kingdom commenced only in the year 1862, and the return for that year shows that the quantity imported amounted to 79,524 poods, or 2,894,673 lbs., having a value of 2,368,253 roubles, whilst in the year 1863 the imports as returned fell to 5,446 poods, or 198,972 lbs.

The coal imported from England during the year 1862 was valued at 157,000 roubles. The return for 1863 makes no special mention of this article.

The value of the imports in hardware and machinery during the year 1862 amounted to 3,800,000 roubles. In 1863 the value was only 554,000 roubles.

The exports of grain of all kinds in the year 1862 are returned at 1,493,000 chetwerts, or 1,078,300 quarters. In the year 1863 the quantity returned is only 19,000 chetwerts, or 13,790 quarters.

The quantity of rags exported in 1862 amounted to 1423 poods, whilst in 1863 the quantity was almost nil. The export duty on this article has been lowered by a late Imperial ukase.

The amount of zinc exported from the kiugdom in the year 1862 was 78,000 poods, but in the year 1863 no mention is made of this article. The greatest portion of the zinc exported from the kingdom is sent to Great Britain.

The wool fairs held in the kingdom have also suffered severely from the disturbed state of the country, and during the past year but little

business was done in this article. The quantity brought to the Warsaw fair in June of this year amounted to 33,620 poods, the amount in 1862 having been 50,000 poods. The prices ruled about the same as those of the German fairs, and were as follows :—

First quality, called here "elect," from 100 to 105 Prussian thalers per centner of 132 Russian pounds.
Fine wool, from 82 to 90 thalers.
Middling, from 72 to 85 thalers.
Coarse, from 42 to 48 thalers.

Five per cent. being allowed for refuse.

These prices show an advance of from two to six thalers beyond those of last year ; but badly-washed wools did not realize the prices paid last year.

The published Report of the Bank of Poland gives the following totals in its balance sheet for the year 1863, viz :—

Dr.	Roubles.		Roubles.	Cr.
	35,452,430		36,054,808	

shewing a balance in favour of the bank of 602,378 roubles. The specie in its possession is returned as follows :—

	Roubles.
Silver coinage	3,063,788
Gold	32,450

A project was in contemplation in the year 1862 for the complete reorganisation and reform of the bank, which it was intended to open to private capital and enterprise, but the idea appears to have been abandoned since the outbreak of the insurrection.

The mean rates of exchange per pound sterling for each month during the years 1862 and 1863 were as follows :—

	1862.		1863.			1862.		1863.	
	Rbls.	kop.	Rbls.	kop.		Rbls.	kop.	Rbls.	kop.
January ..	7	18	6	71	July . ..	6	93	6	49½
February ..	7	20	6	72½	August ..	6	95	6	51
March . ..	7	20	6	69	September ..	6	88	6	39
April . ..	7	20	6	63	October ..	6	88	6	38
May	7	15	6	59½	November ..	6	78	6	70
June	6	94	6	50½	December ..	6	76	6	95

In the present year the exchange has risen to 7 roubles 28 kopecks per pound sterling.

Agriculture.—The improvements that had been introduced into the system of cultivation pursued in Poland during late years were completely brought to a standstill by the late insurrection. The insecurity of life and property in the country districts, and the heavy losses of farming-stock, particularly of horses, to which the owners of land have been subjected, rendering any continuation of these ameliorations quite out of the question during the past year.

The late Imperial ukases published in the month of March of this year, which make a complete social revolution in the country, and constitute the peasants the actual possessors of the lands they had previously held on leases, and the numerous unsettled questions connected with the various rights or claims these peasants may have on the lands still remaining to the former proprietors, have naturally tended to depreciate (at least temporarily) the value of real property throughout the kingdom, and have created a state of uneasiness and uncertainty in the relations of the two classes to each other, the results of which can hardly as yet be calculated. It may, however, be supposed that the agricultural prospects

of the kingdom are not likely to be improved by the fact of so large a portion of the soil passing into the hands of a totally uneducated class, without the necessary qualifications for good farming, viz., capital and energy.

The amount of grain produced in the kingdom during the year 1862 was, according to official returns, 11,418,000 quarters, and as the crops in general were at least an average during the past year, the amount produced may be estimated at the average of 11,400,000 quarters, and as the exports during the year were, from various causes, very small, there must still remain in the country a surplus over the quantity required for home consumption.

The average prices of grain during the years 1862 and 1863 were as follows, viz. :—

	1862.	1863.
	s.	*s.* *d.*
Wheat, per quarter	40	36 0
Rye „	23	17 8
Barley „	22	17 6
Oats „	15	13 5
Peas „	32	21 0

Potatoes averaged 1*s.* per bushel each year.

The return of live stock in the kingdom for the year 1862 gave a slight increase over that of the previous year in horses, sheep, and pigs ; horses had increased in numbers from 590,873 to 671,394, sheep from 3,722,676 to 3,796,919, pigs from 927,511 to 1,012,142, but horned cattle had decreased from 2,337,888 to 2,039,607.

The prices of animals remained much the same as in the previous year.

In the year 1862 the Government Insurance against epidemic diseases in cattle was called upon to pay the sum of 42,000 roubles in compensation for losses sustained under this head, and 1,500 head of cattle died of disease or were destroyed to prevent the spread of the epidemic.

In the past year the principal epidemic has committed great ravages, in consequence of the impossibility of maintaining, during the insurrection, the necessary precautions against the spread of this scourge.

In the year 1862, 35,645 head of cattle were imported into the kingdom from Russia, shewing an increase over the previous year of about 5,000 head.

Population and Industries.—The population of the kingdom for the year 1862 is stated at 4,972,193, showing an increase since the last returns of 131,727 souls.

The births during the same year are returned at 255,000, showing an increase of about 54,000 over the late annual average.

The deaths for the same period are returned at 165,643, showing also an increase of about 4,000 over the late annual average. No returns have as yet been procured of the population at the close of the past year.

The number of foreigners residing in the kingdom has increased from 31,581 at the date of the last returns to 37,363.

The number of hands employed in textile manufactures, which in the year 1860 were returned at 36,677, had in 1862 diminished to 28,630, and the value of these manufactures from 13,731,834 roubles to 10,750,000 roubles. The high prices of raw cotton may probably account for this falling off.

Could returns of the numbers of hands employed in the various manufactures and industries during the year 1863 be procured, they would

undoubtedly show a considerable diminution from previous years, as this class participated more largely in the insurrection than the other classes of the population of the kingdom.

The mineral productions of the kingdom employed in the year 1862 16,165 workmen, the value of the produce being returned at 6,000,000 of roubles.

The produce of the Crown mines and works during the year 1862 has been stated to be as follows, viz. :—

Coal	1,000,000 sacks, of 3½ bushels.
Iron castings	72,237 poods.
Pig iron	478,821 „
Wrought iron	52,326 „
Rolled iron	302,589 „
Iron plates	10,970 „
Zinc bars	72,575 „
Zinc plates	20,000 „

The net value of these productions, after deducting expenses, is stated to have been 967,000 roubles.

The Government has lately published a notice to the effect that it is their intention of disposing of all the Crown mines and works in the kingdom to private persons, or to companies, provided arrangements can be made for their sale, and I add the official statement of the nature and extent of these mines and works that was published at the same period.

The Polish Crown mines may be divided into two districts, according to their geographical position, viz., the Eastern, situated in the Government of Radom, and the Western, occupying a portion of the Governments of Warsaw and Radom.

The eastern mining district has an abundance of iron ore, and until the year 1830 both copper and lead were worked in these mines. The western district possesses zinc and iron ores and coal; formerly lead and even silver were extracted there.

The eastern district works are still worked with firewood; those in the western district with coal, with the exception of the works at Panki and Serotsk. The mining department proposes to subdivide these two districts as follows, even if purchasers make an offer for the whole.

The Eastern District.—1st. Suchedniow Bzin, in the Opoczno district, with two furnaces producing annually 120,000 poods of pig iron, six blast furnaces producing 25,000 poods of iron, and five iron works, the produce of which is valued at 40,000 roubles.

2nd. Samsonow, Radoszyce, also near Opoczno, with two large furnaces producing 90,000 poods of pig iron, and five blast furnaces 12,000 poods of iron, puddling works producing articles valued at 13,000 roubles.

3rd. Wachock Nietulice, with three furnaces producing 165,000 poods of pig and cast iron, and two blast furnaces producing 10,000 poods; also three workshops producing rolled iron and iron plates to the amount of 123,000 poods per annum.

4th. The iron works of Bialogon, near Kielce, producing agricultural implements, &c., of the value of 100,000 roubles per annum.

Western Mining District.—1st. Dombrowa, in the district of Olkusz, with six furnaces; of these, two only at present are at work, and produce 200,000 poods. Rolling works, producing 180,000 poods of iron plates, and 25,000 poods of zinc plates. Two zinc works, one of which produces annually 70,000 poods of zinc.

The coal mines in this district produce 8,000,000 of poods of coal per annum.

2nd. Parchow, in the district of Wielun, one furnace producing 70,000 poods of pig iron, and four blast furnaces producing 20,000 poods.

3rd. The factory at Szulec in Warsaw for agricultural implements and castings of the value of 150,000 roubles per annum.

The steel manufactory at Serock, near Lubartow, is not included, as this establishment has been given up on lease for making agricultural implements.

In Warsaw their is a chief depôt for the sale of iron and coal.

The Szulec and Serock works and Panki being situated at a distance from the other works, would probably have to be sold separately.

Public Works.—The railways of the kingdom consist at present of the Warsaw and Vienna Railway, the Bromberg line, and the Warsaw and St. Petersburgh line.

The former of these lines, which has been in the hands of a company since the year 1857, has, including its branches to Granitza and Lowicz, a total length of 323½ wersts.

The following Table will show the state of the traffic on this railway during the last four years :—

Year.	No. of Passengers.	Goods.	Receipt.
		Poods.	Roubles.
1860	625,520	14,122,181	1,391,733
1861	602,395	17,003,705	1,411,033
1862	728,842	23,999,022	1,841,904
1863	684,392	20,979,574	1,426,293

In the last year military passengers to the number of 240,690 are included in the above Table.

The Bromberg line, which joins the Warsaw and Vienna railway at Skierniewice, was opened for through traffic in December, 1862.

In the year 1863, 299,349 persons were conveyed by this line, of whom 145,827 were military; 5,843,584 poods of goods were also conveyed, the receipts during that period having amounted to 413,696 roubles.

It appears worthy of note that the quantity of foreign coal brought into Warsaw by rail amounted during the year 1861 to 1,538,229 poods, in 1862 to 2,403,235 poods.

The Warsaw and Petersburg line was also opened for through traffic in the year 1862, but no separate returns of the traffic on this line are procurable, as it forms a portion of the Grand Russian Trunk Railway system.

Other railways are projected for the kingdom of Poland, and the Government is at present negotiating for their construction ; one of these is proposed to connect the town of Lublin with Warsaw, another to be connected with a line from Königsberg to the Polish frontier near the town of Mlawa, passing thence by the fortress of Modlin to Warsaw ; a third line is also talked of from Kazimierz to Kalisch, and thence to be connected with the Prussian railway system.

The iron girder-bridge in course of construction across the Vistula at Warsaw is now nearly completed, and will probably be opened for traffic in the course of a few months, and when completed, it is, I believe, in contemplation to remove the existing bridge of boats to some point higher up the river.

The Budget for the kingdom for the present year has not been published, but several important alterations in the taxes have been or are about to be introduced ; amongst these a complete change in the stamp duties, of which the following is a summary, and came into operation in the month of June last.

Stamps on all paper used for addresses or petitions, of 15 kopecks, 75 kopecks, or 1 rouble, according to the rank of the authority to whom they are addressed.	
Receipts on bills for any sum over 30 roubles to pay a stamp duty of	$\frac{1}{20}$ per cent.
Mortgages and security given on property	$\frac{1}{10}$ „
Contracts for leases	$\frac{1}{5}$ „
Sale of estates	$\frac{2}{5}$ „

Bankers' bills, Polish and foreign, which heretofore paid no stamp duty, are now subject to a duty at the following rates :—

	Rbls.	kop.
For sums under 300 roubles	0	15
From 300 to 600 roubles	0	30
„ 600 to 900 „	0	45
„ 900 to 1,200 „	0	60
„ 1,200 to 1,500 „	0	90
„ 1,500 to 2,000 „	1	0
„ 2,000 to 3,000 „	1	50
„ 3,000 to 4,000 „	2	0
„ 4,000 to 6,000 „	3	0
„ 6,000 to 9,000 „	4	50
„ 9,000 to 12,000 „	6	0
„ 12,000 to 15,000 „	7	50

Succession duties are fixed as follows :—

For direct descendants	1 per cent.
Other relations	3 „
Persons not related	6 „

The duties on spirits, which produced, in 1862, 1,100,000 roubles, have been since increased from 21 kopecks to 34 kopecks, and it is proposed to be raised still higher, namely, to 1 rouble per viedro.

The equivalents in English measures for the various weights and measures employed in this Report are as follows :—

A pood is equal to	36·4 pounds.
A last of grain	11⅝ quarters.
A chetwert	5·77 bushels.
A viedro	3·25 gallons.
A werst	1,166 yards.

Warsaw, July 25, 1864.

RETURN of the Exports from the Kingdom of Poland in the years 1862 and 1863.

Names of Articles.		Quantities. Russian Weights or Measures.			Quantities. English Weights or Measures.		Value. Silver Roubles.		Value. Pounds Sterling.	
		1862.	1863.		1862.	1863.	1862.	1863.	1862.	1863.
Horses	head	1,530	...	head	1,530	...	134,598	...	19,228	...
Horn cattle	do.	1,137	...	do.	1,137	...	45,721	...	6,531	...
Swine, sheep, &c.	do.	42 164	...	do.	42,164	...	47,361	...	6,766	...
Wheat	chetwerts	676.086	9,288	quarters	488,081	6,776	6,581,428	81,723	940,204	12,382
Rye	do.	781,935	9,627	do.	564,629	7,014	4,655,203	98,512	665,029	14,926
Other grains	do.	35,439	...	do.	25,590	...	220,849	...	31,550	...
Oil seeds	do.	3,427	1,544	do.	2,474	1,114	23,655	17,544	3,379	2,658
Wool	poods	145,063	87,101	cwts.	47,145	27,415	2,795,448	1,340,323	399,349	203,079
Horsehair	do.	4,370	1,261	do.	1,429	409	21,323	3,040	3,047	460
Cow hair	do.	4,341	...	do.	1,410	...	3,992	...	570	...
Bristles	do.	5,751	2,053	do.	1,878	676	62,874	12,800	8,982	1,939
Rags	do.	1,423	136	do.	453	44	2,057	2,100	294	318
Spirits	vicdroes	32,355	...	gallons	105,153	...	41,853	...	5,979	...
Tallow	poods	202	3,813	cwts.	64	1,236	723	24,030	103	3,671
Flax	...	...	860	...	...	261	34,235	4,913	4,890	744
Hemp	...	...	4,329	...	...	1,406	53,210	14,960	7,601	2,266
Hardware	poods	57,686	...	cwts.	18,782	...	163,297	...	23,185	...
Zinc	do.	78,085	...	do.	25,368	...	165,300	...	23,614	...
Pig iron	do.	15,092	...	do.	4,904	...	19,173	...	2,739	...
Furs	...	...	...	...	...	...	312,140	...	44,591	...
Silk, raw	poods	2,801	...	cwts.	910	...	438,628	...	62,661	...
Turpentine	do.	86,473	65,149	do.	28,103	21,173	366,803	237,367	52,400	35,964
Timber	pieces	551,740	...	pieces	551,740	...	2,179,889	...	301,412	...
Firewood	...	...	...	...	...	...	46,206	...	6,601	...
Planks	pieces	156,288	...	pieces	156,288	...	149,529	...	24,361	...
Staves	...	...	...	...	...	...	40,503	...	5,786	...
Miscellaneous	...	...	...	...	...	...	1.569,543	161,324	224,220	24,443
					Total ...	... ...	20,175,541	1,998,636	2,882,220	302,823

Return of the Imports into the Kingdom of Poland in the years 1862 and 1863.

Names of Articles.		Quantities. Russian Measures or Weights.			Quantities. English Measures or Weights.		Value. Silver Roubles.		Value. Pounds Sterling.	
		1862.	1863.		1862.	1863.	1862.	1863.	1862.	1863.
Beer, ale, porter	poods	6,605	2,162	cwt.	2,146	703	81,139	29,873	11,591	4,526
Ditto	bottles	49,417	15,608	bottles	49,417	15,608				
Cement	...	...	...	...	...	...	50,610	...	7,258	...
Clocks and watches	...	...	...	...	...	...	211,875	...	30,267	...
Chemical articles	...	...	...	...	...	...	209,777	...	29,968	...
Coals	...	...	...	...	...	...	156,985	...	22,426	...
Coffee	poods	14,325	832	cwts.	4,655	270	124,495	5,870	17,785	838
Cotton, raw	do.	72,472	6,195	do.	23,553	2,013	342,797	27,900	48,971	3,985
„ twist	do.	25,851	7,482	do.	8,401	2,431	424,101	86,805	60,587	12,400
„ goods	...	...	...	...	...	...	972,191	56,288	138,884	8,012
Crockery, earthenware	...	...	...	...	...	...	88,444	...	12,634	...
Dies	...	...	...	...	...	...	464,841	...	63,548	...
Drugs	...	...	...	...	...	...	157,861	...	22,551	...
Fruit, fresh and dried	...	...	...	...	...	...	731,415	...	104,487	...
Furs	...	...	...	...	...	...	292,706	...	41,815	...
Hardware	...	...	...	...	...	...	904,250	...	129,178	...
Hemp, flax, and linen	...	...	...	...	...	...	1,362,806	169,126	194,686	24,160
Herrings and salt fish	poods	689,910	Csk. 36,976 / 1,539	cwts.	224,220	Csk. 36,976 / 490	774,860	344,309	110,694	49,187
Machinery	...	...	...	...	...	...	2 879,513	...	411,359	...
Metals	...	...	...	...	...	...	1,489,158	554,437	212,736	79,205
Oils	poods	27,865	2,689	cwts.	9,056	873	192,077	16,235	27,439	2,319
Silk, raw	do.	5,256	358	do.	1,708	116	2,422,222	15,866	346,031	2,266
„ goods	...	...	...	...	...	...	1,027,140	35,597	146,734	5,085
Spices and groceries	...	...	...	...	...	...	109,819	4,566	15,688	652
Spirits	viadro	5,595	797	gallons	18,083	2,590	57,164	13,200	8,166	2,000
Tea	poods	79,524	5,466	pounds	2,894,673	198,972	2,368,253	230,305	338,321	32,900
Wines	do.	94,331	8,764	cwts.	30,657	2,848	537,406	65,498	176,772	9,356
„	bottles	49,115	6,551	bottles	49,115	6,551				
Wool	poods	20,115	...	cwts.	6,437	...	627,840	...	89,691	...
Salt	do.	2,013,348	..	do.	654,338	...	1,208,009	...	172,572	...
Sugar	do.	76,145	751	do.	24,747	244	301,314	4,546	43,044	687
Woollens	...	...	...	...	...	...	1,345,064	106,528	192,152	16,140
Tobacco	poods	5,676	8,676	cwts.	1,845	2,819	190,948	161,920	27,278	23,131
Miscellaneous	..	...	...	...	...	...	3,884,898	3,028,136	554,985	458,808
					Total ...	... ...	25,991,978	4,957,005	3,713,139	751,061

SALVADOR.

SONSONATE.

Report by Mr. Consul Hall on the Trade of Sonsonate, for the Year 1863.

The war which raged last year has thrown insurmountable obstacles in the way of my sending the usual trade returns. Such was the general disorder that there was hardly a place where the routine of official business was not interrupted, and at the conclusion of the war the utmost confusion prevailed in all departments of the public service. All the officers were changed, and there was scarcely one of the new staff who found complete the records kept by his predecessor. The Minister of Foreign Affairs, to whom I addressed myself on the subject, informed me that the Government laboured under the same difficulty, and that for this reason the usual Import and Export Tables and other official returns would not be published.

From the imperfect data which I have been able to obtain, I have made a calculation of the trade of last year, which I think is the nearest estimate which under the circumstances could have been made.

The value of the imports did not fall short of two millions of dollars, two-thirds of which arrived during the first half of the year, as the unusually large exportation of the previous year caused a corresponding increase in the returns. The goods imported from Great Britain were in the proportion of about five-eighths of the whole amount. The value of English cotton manufactures was at least 800,000 dollars. The proportions in which other countries sent their products were much the same as in average years; but the United States contributed more than its usual share to the imports, and the value of American produce was at least 350,000 dollars, including, of course, the produce from California, which of late years has become the principal purveyor of flour of this Republic.

The exports were as follows:—

	Dollars.
Indigo, 8,000 serons at 150 dollars	1,200,000
Coffee, 10,000 quintals at 12 dollars	120,000
Silver bullion, 6,000 lbs. at 18 dollars	108,000
Brown sugar, 30,000 quintals, at 3 dollars	90,000
Balsam, 35,000 lbs. at 87½ cents.	30,625
Hides (18,000), 3,240 quintals, at 10 dollars	32,400
Tobacco, 3,000 quintals, at 7 dollars	21,000
White sugar, 2,500 quintals, at 6 dollars	15,000
Skins, 300 quintals, at 20 dollars	6,000
Segars, rice, ores, fustic, mats, rebezos, starch, cotton, cochineal, &c.	50,000
Total	1,673,025

A notable falling off is observable in the amount of the exports from that of the previous and some of the preceding years, which is attributable almost solely to the war, which transformed such a great number of the tillers of the soil into soldiers, and was the means of driving so many of those engaged in peaceful occupations to wander about in order to escape military service. Thus it is seen that indigo, which is by far the principal staple of Salvador, was exported only to the extent of two-thirds the average produce, which is reckoned at 12,000 serons; however, the exportation of this article is far more difficult to estimate than that of any

other, as a considerable quantity is conveyed across the frontier to the Guatemalan fort of Yzabal, from whence it is usually exported to Spain. Of late years this practice has been gradually declining, and it is now generally preferred to send this article by steamer, viâ Panama.

Another cause which injured to a great extent the production of this and other articles last year, was the lateness at which the rainy season set in. Coffee is almost the only article in which a notable increase has taken place. Its value in 1862 was 48,789 dollars, and in 1861 it was only 18,670 dollars. It is now decidely one of the most important articles of export.

At the latter part of the year some cotton was exported for the first time. The small quantity of this article usually raised had always been used in the country, and it was only when political events abroad had effected so signal a rise in its value that the attention of some persons was directed towards producing it for the purpose of exportation. The facilities afforded here for its cultivation, consisting of cheapness of labour and adaptability of soil, and, above all, the results obtained already, show satisfactorily that whatever may be the prices ruling in foreign markets its cultivation here will always be remunerative. It may, therefore, be confidently regarded not only as a permanent article of export, but as likely to take the lead of all the others within a very short time. Judging from the earnestness and determination with which almost all classes of the inhabitants have entered into cotton-planting schemes, and from the number of enterprises on foot, and the magnitude of some of them, I should not be surprised if this result were obtained in the year 1865. From information I have received from several quarters I think that at least 100,000 acres will be sown with cotton this year. In the absence of gins and presses a great part of the cotton exported hitherto has been sent in the seed to Nicaragua, where large cotton establishments have existed for some time. The last crop may be looked upon in the light of an experiment. Its yield I calculate at 200,000 pounds of clean cotton.

The success obtained by the line of steamers between Panama and the ports of Central America has been so great that nearly all the trade has flown in this direction, and, as a necessary consequence, the number of sailing vessels bound to these ports has been dwindling down every year. The number of sailing vessels at Acajutla and Libertad were as follows:

6 British,	with a tonnage of	1,647	tons
2 Italian,	ditto	497	,,
1 French	ditto	270	,,
1 American	ditto	439	,,
1 Equatorian	ditto	130	,,
3 Chilian	ditto	487	,,
14		3,470	,,

The Equatorian vessel made several trips to Guayaquil. The two Italian vessels made several trips to San Francisco, California. The arrivals at La Union were the same English, Italian, and French vessels, three Equatorians, two Chillians, one Peruvian, one New Granadian, and two American, with an aggregate tonnage of 4,236.

The two steamers belonging to the Panama Railroad Company, "Guatemala" and 'Salvador,' of the respective burthen of 1,021 and 1,065 tons, ply once a month between Panama and San José de Guatemala, and of course each of them makes a bi-monthly call at all the intermediate ports. They do almost all the carrying trade of Central America, as I have said, but they are hardly equal to the task now, at least as far as the exports are concerned, and such is the increase of produce of this and the other Republics, that the difficulty of sending it away is now beginning

to be felt, and as everything betokens a greater and more rapid increase, there is no doubt that the shipping at these ports will speedily assume a greater importance than it possesses at present. The probable scarcity of means to convey produce abroad is well worth the consideration of ship-owners at home, and I would call their serious attention to the necessity which is already felt of another line of vessels to Panama. A line of sailing vessels, even, would be a great boon, and the undertaking, I have no doubt, would be a very remunerative one.

The want of competition has produced such an amount of arbitrariness, independence, and carelessness on the part of the Panama Railroad Company, in connection with the two steamers above mentioned, that there is no end of the injuries and losses which are constantly suffered, for which, unfortunately, there is no redress.

Another line for which the necessity will soon become apparent, is one to California; at present nearly all the coffee consumed there goes from Central America, and a considerable part of it is conveyed by the expensive and circuitous route of Panama. There are a great many other articles which would be sent there were it not for the scarcity of the means of conveyance, and I have no doubt that if a direct line of communication were established these Republics would stand towards California as its principal purveyors of coffee, sugar, rice, cotton, tobacco, etc., and would become to that country what the Southern States and the West Indies have been to the Northern States of America.

Sonsonate, June 18, 1864.

SANDWICH ISLANDS.

TAHITI.

Report by Mr. Consul Miller upon the Trade and Navigation of Tahiti, during the Years 1862 *and* 1863.

The regulations determining the ports of entry in the Island of Tahiti and its dependencies, and granting equal privileges in those ports to all vessels trading foreign, with respect both to the importation and exportation of merchandise,—as specified in the Commercial Report furnished from this Consulate for the year 1861,—still remain in force, whilst the foreign trade of the country continues to be carried on generally upon the same footing as described in that Report, and, as heretofore, through the Port of Papeete.

Shipping and Navigation.

British Shipping.—The following return shows the total amount of British shipping that arrived at the Port of Papeete in each of the last two years, 1862–1863, as also (for the purpose of comparison) in each of the three years preceding.

Years.	British Ships engaged in the Direct and Indirect Trade.			British Whaling Ships.			British Ships employed in the Coasting Trade of Tahiti and its Dependencies.			Total of British Merchant and Whaling Ships that entered in each year at Papeete.			
	Vessels Entered.	Tons.	Crews.	Vessels Entered.	Tons.	Crews.	Vessels Entered.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Invoice Value of Cargoes.
													£
1859 ...	12	2,601	152	...	...	...	...	...	...	12	2,601	152	27,088
1860 ...	7	2,056	85	...	...	...	...	...	...	7	2,056	85	8,980
1861 ...	9	1,433	94	1	240	21	...	...	...	10	1,673	115	24,910
1862 ...	15	2,293	144	...	...	...	...	...	...	15	2,293	144	29,210
1863 ...	14	3,171	151	...	...	...	...	...	...	14	3,171	151	25,206

Foreign Shipping.—The respective amounts of the different *foreign* tonnage that made entry at Papeete in each of the years 1862 and 1863, in every description of trade, are given in the subjoined statements.

1862.

		Tons.	Tons.
Tahitian (chiefly British owned)	Foreign trade ..	2,154	4,107
	Coasting trade ..	1,953	
American (U. S.) ..	Foreign trade ..	3,400	4,462
	Whalers calling ..	1,062	
South Pacific Islands ..	Foreign trade ..	..	983
Peruvian	Ditto ..	..	560
Bremen	Whaler calling ..	..	560
French	Foreign trade ..	..	445
Chilian	Ditto ..	..	348
Total Foreign Tonnage ..	.. .. ..	..	11,465

1863.

		Tons.	Tons.
Tahitian (chiefly British owned).. ..	Foreign trade ..	2,597	4,766
	Coasting trade ..	2,169	
American (U.S.) ..	Foreign trade ..	2,751	4,918
	Whalers calling ..	2,167	
French	Foreign trade ..	1,111	1,643
	Whalers calling ..	532	
South Pacific Islands ..	Foreign trade ..	..	1,132
Peruvian	Dittto ..	..	470
Sandwich Islands.. ..	Ditto ..	..	176
Chilian..	Ditto ..	..	174
Total Foreign Tonnage ..	.. .. ..	..	13,279

British and Foreign Shipping and Coasters.—The annexed Table will be found to contain a summary of the shipping of all countries (British shipping included) that came annually to Papeete during the five years from 1859 to 1863. The Table distinguishes the foreign from the coasting trade, which latter continues to be reserved exclusively to vessels carrying the French or the French Protectorate (Tahitian) flag.

Years.	Ships engaged in the Foreign Trade (Direct and Indirect) exclusive of Whalers.			Whaling Ships.			Ships employed in the Coasting Trade of Tahiti and its Dependencies (all Tahitian.)			Total of Merchant and Whaling Ships of all Nations that entered in each year at Papete.		
	Vessels Entered.	Tons.	Crews.	Vessels Entered.	Tons.	Crews.	Vessels Entered.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
1859 ...	124	11,877	895	11	4,280	359	30	1,343	160	165	17,500	1,414
1860 ...	96	9,388	701	5	1,721	132	44	1,653	222	145	12,762	1,055
1861 ...	95	6,831	596	5	1,786	138	69	1,701	282	169	10,318	1,016
1862 ...	101	10,183	702	4	1,622	102	54	1,953	280	159	13,758	1,084
1863 ...	106	11,582	771	8	2,699	202	72	2,169	305	186	16,450	1,278

Coasting Trade.—With regard to the coasting or inter-island trade between Tahiti and its dependencies, the observations thereupon offered in the writer's last Report, are still fully applicable. The same is also the case with respect to *ports and facilities for shipping.*

Trade and Commerce.

Exports.—The subjoined return gives a general view of the annual value of the exports at Tahiti, during the five years from 1859 to 1863; it likewise shows the several countries to which such exports were sent, as well as the proportionate value to each country; the return does not, however, comprise the value of the remittances that were made from hence in specie, or by bills on the French Government, the amount of which cannot be precisely stated, but must have been comparatively consideatble.

Years.	To Great Britain and British Colonies.	To France.	To America (United States).	To Chile.	To Islands of the Pacific, exclusive of those being Dependencies of Tahiti.	To other Countries (Foreign).	Total Annual Value of Exports (according to declarations of exporters).
	£	£	£	£	£	£	£
1859 ..	6,708	34	10,374	15,313	12,609	..	45,038
1860 ..	3,660	..	2,244	19,080	12,736	..	37,720
1861 ..	5,690	1,200	7,653	19,142	14,066	..	47,751
1862 ..	12,907	..	5,460	19,571	15,536	..	53,474
1863 ..	3,052	..	11,212	15,836	8,360	..	38,460

The annexed statement, also embracing the last five years, distinguishes the value of the exports of island products from the value of the other kinds of merchandise exported, or rather it should be said re-exported, to the surrounding islands; the statement does not, however, include the value of goods re-shipped from Tahiti for its own dependencies.

Years.	To Great Britain and British Colonies direct.			To other Countries.			Annual Value of Exports of all kinds from Tahiti.		
	Products of Tahiti and its Dependencies, and of other Islands of the Pacific.	British and Foreign Merchandise (other than Island produce) re-exported.	Total Value.	Products of Tahiti and its Dependencies, and of other Islands of the Pacific.	British and Foreign Merchandise (other than Island produce) re exported.	Total Value.	Products of Islands of the Pacific.	Other Merchandise re-exported.	Total Value.
	£	£	£	£	£	£	£	£	£
1859	6,508	200	6,708	16,529	21,801	38,330	23,037	22,001	45,038
1860	2,400	1,260	3,660	20,010	14,050	34,060	22,410	15,310	37,720
1861	3,764	1,926	5,690	27,325	14,736	42,061	31,089	16,662	47,751
1862	11,922	985	12,907	23,777	16,790	40,567	35,699	17,775	53,474
1863	1,232	1,820	3,052	20,728	14,680	35,408	21,960	16,500	38,460

And the following Table gives the quantities of the principal, and the value of the whole of the exports, within each of the same five years last past, of all kinds of island products, *i.e.*, not alone the produce of Tahiti and its dependencies, but likewise other South Sea Island produce brought to Papeete, and thence exported, viz.,—

Years.	Cocoa-nut Oil.		Pearl-shells.		Oranges.		Other Island Products.	Total Annual Value of Island Products exported at Papeete.
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Value.	
	tuns.	£	tons.	£		£	£	£
1859	167	4,990	457	10,797	3,660,000	5,136	2,114	23,037
1860	381	11,410	279	8,039	1,314,000	1,866	1,095	22,410
1861	520	15,600	232	6,952	2,610,000	3,666	4,871	31,089
1862	800	23,980	175	5,154	2,990,000	4,130	2,435	35,699
1863	424	12,720	25	512	3,846,000	5,384	3,344	21,960

The great diminution observable in the quantity of pearl-shells exported during the last year referred to in the preceding Table is, it appears, attributable to a falling off in the demand for and price of this article, which has of late occurred in the European market. The unusually large exports of cocoa-nut oil in 1862, arose more from the fact of a greater quantity than common being at the period collected at Papeete from the neighbouring independent groups of islands, than from any increase so considerable in the Tahitian manufacture of that commodity.

Imports.—Subjoined is a general statement, exhibiting the annual value of the imports at Tahiti during the before-mentioned five years, 1859 to 1863, and showing at the same time the several countries from whence they came, with the proportionate value from each country.

Years.	From Great Britain and British Colonies.	From France.	From America (United States).	From Chile.	From Islands of the Pacific, exclusive of those being Dependencies of Tahiti.	From other Countries (Foreign)	Total Annual Value of Imports (according to declarations of importers.)
	£	£	£	£	£	£	£
1859 ..	27,812	..	14,453	28,221	10,771	..	81,257
1860 ..	9,107	820	23,644	17,840	10,569	..	61,980
1861 ..	13,712	1,296	13,207	33,328	14,263	..	75,806
1862 ..	15,184	1,314	12,404	33,504	18,027	400	80,833
1863 ..	21,376	8,800	17,612	15,496	11,708	896	75,888

The increase in the imports from France in 1863 is owing partly to the circumstance of the value of certain Government provisions and stores imported direct by the French authorities in that year having, for the first time, been included in the custom-house returns.

The remarks contained in the writer's Report for the year 1861, upon the subject of the employment of British capital in the trade of Tahiti, as also the observations respecting the course and character of the *import*, *export*, and *domestic* trade of this island and its dependencies, continue to be generally applicable up to the present period.

Market Prices of Goods.—The following is an account of the average market prices of the principal articles of import and export, as well as of provisions, at the Port of Papeete, within the years 1862 and 1863; viz.—

PRICES OF IMPORTS.

Articles.	Average Market Prices (Wholesale) on board, or in bond ("entrepôt"). English Money.						English Weights or Measures.
	£	s.	d.		£	s.	d.	
Beer	0	11	0	to	0	12	0	per dozen bottles.
Biscuit	0	0	3		0	0	4	lb.
Candles (composition)	0	1	3		0	1	4	lb.
Cigars (Manila)	3	0	0		4	0	0	thousand.
Coffee	0	0	10		0	1	0	lb.
Cotton manufactures, viz.—								
Maddapollams	0	7	0		0	9	0	piece.
Prints	0	14	0		1	0	0	piece.
Shirtings	0	0	6		0	0	7½	yard.
Flour	1	15	0		2	10	0	200 lbs.
Hams (English or German) ..	0	1	6		0	1	8	lb.
Hams (American)	0	0	5		0	0	10	lb.
Liqueurs	1	0	0		1	10	0	case of 1 dozen.
Marine stores, viz.—								
Canvas	0	1	3		0	1	6	yard.
Cordage	0	0	8		0	0	10	lb.
Copper sheathing and nails	0	1	8		0	2	0	lb.
Metal sheathing and nails	0	1	6		0	1	8	lb.
Pitch	2	0	0		3	10	0	barrel.
Tar	2	0	0		4	0	0	barrel.
Oil, linseed	0	6	6		0	9	0	gallon Imperial.
Oil, olive	0	18	0		1	4	0	dozen bottles.
Paints, assorted	1	10	0		2	8	0	cwt.
Pickles	0	8	0		0	12	0	dozen pints.
Potatoes	0	0	1½		0	0	2	lb.
Rice	0	0	4		0	0	6	lb.
Salt beef	2	5	0		3	10	0	barrel of 200 lbs.

Articles.	Average Market Prices (Wholesale) on board, or in bond ("entrepôt.")						
	English Money.						English Weights or Measures.
	£	s.	d.		£	s.	d.	
Salt pork	3	0	0		5	0	0	barrel of 200 lbs.
Soap, Liverpool	2	0	0			..		cwt.
Soap, Sydney	2	5	0		2	10	0	cwt.
Shoes, English or French	0	8	0		0	14	0	pair.
Shoes, American pegged	0	4	0		0	8	0	pair.
Spirits, viz.—								
Brandy	0	6	0		0	8	0	gallon Imperial.
Gin	1	4	0		1	10	0	case (4 gallons).
Rum	0	3	0		0	4	0	gallon Imperial.
Sugar—								
Refined	0	0	8		0	0	9	lb.
Brown	0	0	4		0	0	6	lb.
Tea	0	1	6		0	3	0	lb.
Tobacco	0	2	0		0	4	0	lb
Trunks, camphor	7	0	0		8	0	0	the nest.
Wines, viz.—								
Champagne	1	15	0		2	0	0	per dozen bottles.
Claret in bottle	0	12	0		0	16	0	dozen bottles.
Claret in cask	8	0	0		12	0	0	hogshead.
Sherry in cask	0	7	0		0	14	0	gallon Imperial.
Wood, Oregon, sawn	7	0	0		8	0	0	thousand feet.

Prices of Exports.

Articles.	Average Market Prices, Free on Board.							
	English Money.							English Weights or Measures.
	£	s.	d.		£	s.	d.	
Arrowroot	0	0	2	to	0	0	3	per lb.
Cocoa nuts	2	0	0			..		thousand.
Cocoa-nut oil	28	0	0		30	0	0	tun Imperial.
Lime juice	0	0	6		0	0	10	gallon Imperial.
Oranges	1	4	0		1	10	0	thousand packed.
Pearl shells	20	0	0*		30	0	0	ton of 20 cwt.

Average Market Prices of Provisions of Local Consumption.

Articles.	Retail Prices.							
	English Money.							English Weights or Measures.
	£	s.	d.		£	s.	d.	
Bread	0	0	4	to	0	0	5	per lb.
Butter, salt	0	2	0			..		lb.
Beef	0	0	7½			..		lb.
Pork	0	0	7½			..		lb.
Fish	0	0	3			..		lb.
Fowls	0	3	0		0	4	0	couple.
Ducks	0	6	0		0	8	0	couple.
Turkeys	0	8	0		0	12	0	each.
Eggs	0	2	0		0	2	6	per dozen.
Sugar, refined	0	0	9		0	0	10	lb.
Sugar, brown	0	0	6		0	0	7	lb.
Tea	0	2	6		0	4	0	lb.
Coffee	0	1	3		0	1	6	lb.
Rice	0	0	5		0	0	7	lb.

* Nominal.

Articles.	Retail Prices. English Money.						English Weights or Measures.
	£	s.	d.		£	s.	d.	
Flour	2	0	0	to	2	12	0	per 200 lbs.
Vegetables—								
Taro, yams, pumpkins, and sweet potatoes	0	0	1½		0	0	2	lb.
Cabbages and lettuces ..	0	0	2		0	0	3	each.
Onions	0	0	6			..		per lb.
Potatoes (imported) ..	0	0	2		0	0	2½	lb.

Tariff.—A new tariff of customs' duties came into operation at Tahiti at the commencement of the year 1863, and is, according to the enactment of its framers, to continue in force without augmentation until the end of the year 1867.

The rates of duty on the importation of goods, as established in lengthy detail by the new tariff, are specific, but may be stated to be in general equivalent to about 8 per cent., *ad valorem*, the rate being formerly 5 per cent. On wines, spirits, and beer, the new duties are, however, at a higher rate than that of 8 per cent. above-mentioned, though less high than under the old tariff (1860).

The new duties on wines, spirits, and beer, are as follows, viz. :—

	Fr.	c.	£	s.	d.
Red and white wines, the hogshead ("barrique")	20	0	= 0	16	0
„ the case of 12 bottles, or 24 half bottles .	4	0	0	3	2
Champagne, the case of 12 bottles, or 24 half bottles	12	0	0	9	7
Dessert wines (Madeira, port, sherry, &c.), the case of 12 bottles.	12	0	0	9	7
Ditto ditto in cask, per litre (1·76 English pints)	0	50	0	0	4¾
Gin, the case of 15 flasks	40	0	1	12	0
„ ditto 12 bottles	20	0	0	16	0
Cognac, the case of 12 bottles, or 24 half bottles	12	0	0	9	7
Eau de vie (Brandy), in cask, under 25° (C) per litre (1·76 English pints)..	0	75	0	0	7
Ditto ditto from 25° to 30° ditto ..	1	25	0	1	0
Ditto ditto above 30° ditto ..	2	0	0	1	7
Rum, in cask, under 25° (C) per litre (1·76 English pints) ..	1	0	0	0	9½
Ditto from 25° to 30° ditto ..	1	50	0	1	2¼
Ditto above 30° ditto ..	3	0	0	2	4½
Kirsch, the case of 12 litres	30	0	1	4	0
Absinthe ditto	48	0	1	18	4
Vermouth ditto	12	0	0	9	7
Liqueurs, assorted; and fruits in brandy, the case of 12 bottles	15	0	0	12	0
Ale and porter, the hogshead of 220 litres (about 50 gallons Imperial)	40	0	1	12	0
Foreign beer, the 12 bottles, or 24 half bottles	6	0	0	4	9½
French beer ditto ditto	1	20	0	0	11½

On the other hand, the under-mentioned articles are free of duty on importation, viz. :—

Wheat, flour, dried vegetables, hay, and wheat bran.
Cheese and butter.
Cocoa-nut oil.
Live animals (horses, mules, asses, sheep, oxen, hogs, &c.)
Steel and iron in bars, pig-iron, hoop-iron for casks.
Copper in sheets and in bar, sheet and pig lead, zinc in sheets.
Copper nails, boat nails, zinc nails.
Fruits and seeds for planting.
Spades, shovels, picks, rakes, sheep-shears.
Garden-pumps and watering-pots.
Mill-stones, fire-bricks.
Empty sacks.
Machines and instruments for agriculture and industry.
Pitch, tar, coal-tar, tallow, tow, spun-yarn.
Coal.
Ship-biscuit, salt pork and beef.
Sail-cloth and twine.
Spars and masts for ships and boats.
Oak-planks, beams, &c.
Iron and rose-wood, Tamanee timber.
Tackle and apparatus for shipping.
Furniture, wearing apparel, books and instruments, for the use of persons coming to settle in the colony.

The respective rates of duty upon the importation of goods at Tahit are the same whatever may be the nationality of the importing vessel, or the country from whence the goods are brought.

The duty on the "entrepôt" or warehousing of goods, which still continues to take place under bond in private stores, remains fixed as heretofore at one per cent. upon the value of the goods at the time of their entering into entrepôt. By former regulations the period during which merchandise might remain thus warehoused was restricted to one year, but since 1863 the entrepôt of goods liable to import duty has ceased to be limited as to length of time.

Produce and goods of every description continue to be free of all duty on exportation.

The following Table shows the operation of the augmented rates of import duties which have been successively introduced into the tariff since the year 1860:

Years.	Annual Value of Imports.	Amount of Duties collected in each Year.
	£	£
1859	81,257	2,559
1860	61,980	2,904
1861	75,806	3,409
1862	80,833	4,074
1863	75,888	6,098

Charges on Shipping.—Neither tonnage nor any other port dues on shipping have been levied at Tahiti since January, 1861. The rates for the pilotage of merchant vessels (now the only subsisting charge upon shipping) were fixed as follows, by a regulation which came into operation on the 1st of January, 1863, and still continues in force; viz.:—

	Per mètre (39·38 inches) draught of water, and fraction over half a mètre.	
For the pilotage into or out of port—	Fr. c.	£ s. d.
Of merchant sailing-vessels of all nations ..	15 0	= 0 12 0
Of merchant steam-vessels of all nations ..	7 50	0 6 0

Merchant ships entering or leaving port without a pilot are charged half pilotage, except coasters under 30 tons burthen, which latter are exempt from any pilotage dues when they do not employ a pilot. Vessels registered at Tahiti can by means of an annual payment of two francs (1*s.* 7*d.*) per ton register measurement, be exonerated from the ordinary pilotage dues above specified.

No charge has been made since April, 1862, for the pilotage of any ships of war, whether French or of other nations.

The pilotage dues on merchant vessels are now collected on account of the local Government, which pays the pilots a fixed salary for the services required of them.

Rates of Exchange upon England.—From January, 1862 to December, 1863, the prevailing rate continued to be at twenty-five francs to the pound sterling.

Weights, Measures, Moneys, and English Equivalents.—Where in the course of this Report *quantities* are expressed, they are, approximately, the quantities of the respective articles in English weights or measures; and in all cases in which English *money* has been inserted in lieu of French money, or where both French money and the English equivalents are given, the rate of exchange used throughout the Report for such conversions has been that above quoted of twenty-five francs to the pound sterling, which rate has prevailed for many years past.

With respect to the weights and measures, as likewise the money in use, no change has taken place since the remarks on the subject that were offered in the last Commercial Report from this Consulate.

The observations also contained in that Report regarding the state of *agriculture*, *population*, and *industries*, as well as *public works* in this country, up to the latter part of the year 1862, are so fully applicable in respect likewise of the year 1863, as to render it superfluous it is thought, on the present occasion, to do more than refer to the information furnished on those points in the writer's Report for the year 1861, above alluded to.

Papeete, Tahiti, March 30, 1864.

SPAIN.

ILOILO.

Report by Mr. Vice-Consul Loney on the Trade of Iloilo, Island of Panay, for the Year 1863.

In my Report of the 12th April, 1857, I mentioned that it would "in future years be interesting tonote the changes produced in the commercial relations of this portion of the Philippine Archipelago by the action of the direct foreign trade." In that of July 1861 I pointed out the more remarkable of those changes effected up to that period, and I would now beg to add some remarks on the subsequent course taken by the trade of these southern islands since their admission, through the opening of the port of Iloilo, to more direct intercourse with foreign markets.

The subject, I venture to think, possesses a somewhat exceptional interest, from the unusual nature of the circumstances attending it. It is, of course, on a smaller scale, much as if some important district in Europe, with an excellent port and other extensive tradal capabilities—some possible Hull or Havre, for instance—had been kept constantly excluded from direct intercourse with foreign markets, and then suddenly allowed to have such intercourse. Or to use a more analagous comparison, the position of the port of Iloilo and the islands of Panay and Negros has been similar to that of Sourabaya, in Java; Matanzas, and Cárdenas, in Cuba; and Kurrachee, in India, during the earlier stages of their growth as free ports.

There have, of course, been many instances of the voluntary opening of ports in the comparatively little known districts of India and Java, or of less willing admission to trade in others, as in those of China and Japan; but that in a large and widely-spread archipelago, like the Philippines, with a population of 5,000,000, an extent of territory 900 miles in length, and belonging to a European power, one port (that of Manila) should have been, up to so recent a period, the only place from which direct exports were permitted, is certainly most remarkable. A change in this respect almost became inevitable. Iloilo was the principal port selected to form a new centre of trade corresponding to the importance of the districts surrounding it. The chief outlet for an extensive and very fertile territory, with a large population, a fine harbour, and a healthy climate, it could not fail to increase rapidly in importance.

Accordingly, it will be seen from the usual Tables that the trade of the port has increased with great rapidity, and that while the direct export has largely augmented, that to Manila, coastwise, has increased also; for, whereas in 1855, the year in which the port was opened, the total export of sugar, including that from Negros, was barely 12,000 piculs (750 tons), in 1863, it amounted to 250,676 piculs, or 15,600 tons, of which 170,676 piculs were shipped direct, and 80,000 to Manila, thus disposing, so far, of the anticipation that the coasting trade with Manila would be greatly prejudiced.

The comparative exports of sugar, which is at present the chief article of produce, to foreign ports direct, are as follows:—

Date.	Great Britain.	Australia.	China.	California.	Manila.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1855	..	..	..	..	750	750
1856	..	..	..	..	850	850
1857	..	..	..	..	1,800	1,800
1858	..	..	..	..	1,290	1,290
1859	..	584	..	..	4,843	5,427
1860	..	2,511	..	..	4,537	7,048
1861	..	2,766	..	..	1,832	4,598
1862	..	6,404	..	..	6,182	12,586
1863	588	3,419	6,670	..	5,000	15,677
1864*	3,252	..	..	192	700	4,144

The number of foreign vessels, including British, arrived and despatched, were respectively, 2 in 1859, 4 in 1860, 6 in 1861, 9 in 1862, 29 in 1863, and 6 in the first six months of 1864.

Confined, at first, solely to Australia, the direct export trade now embraces China, Great Britain, and California, and with this latter port there promises to be considerable increase, as the Philippines are evidently the most convenient market from whence it must draw the supplies necessary for its now important and increasing consumption, and for the carrying on of the large refineries (the San Francisco and Pacific) which have been established there, and which may, for the present, require upwards of 700 tons per month from this colony.

The Export Trade with Australia, from its commencement in 1859, continued to augment steadily until 1862, but fell off during 1863, owing to the accumulation of large stocks of sugar in that quarter, and to an increasing tendency on the part of the large sugar refineries in Sydney and Melbourne to draw their supplies from Java and Mauritius in larger proportion than from the Philippines—a tendency which, I understand, has been checked by the fact that they find that sugar from those markets is not obtainable at such relatively cheap rates as Philippine sugars, the average and low qualities of which are probably the cheapest manufactured.

The resumption of the previous active demand for Australia is therefore looked for at an early date, though doubtless a long time must elapse before the Philippines can supply the Sydney and Melbourne markets with sugars of such excellent grades as those produced by the vacuum apparatus and centrifugals in Mauritius and Bengal. Though, however, the sugar sent from Iloilo to Australia is mostly of the coarse unclayed description taken by the refineries, and not saleable in the general market without previously undergoing a refining process, it is probable that, with the improvements in manufacture now being carried out on several estates in this quarter, and in the Pampanga district, near Manila, that in the course of some years a sufficient quantity of semi-refined sugars will be made to form a new and considerable feature in the Australian markets.

The compensatory effects of different currents of trade were remarkably shown in this market last year by the occurrence of an extraordinary demand for sugar from China, while that for the usual markets had almost completely ceased. The heavy stocks accumulated in Australia and Europe had reduced sugar to such low prices that the Philippine planting interest would have suffered severely during all the year 1863, had no new outlet offered itself. In the early months of the year, the value of sugar receded to a point unknown since 1853, good current unclayed being sold in Iloilo at $2 per picul of 140 lbs., and everything seemed

* Six months, including vessels now loading.

to presage a discouraging period for planters. Suddenly, however, it became known that the sugar crop in China had failed almost completely, the advices to this effect being promptly followed by orders for purchases at Iloilo and Manila; and such was the demand at the former post, that at one time the unusual anomaly occurred of higher rates at Iloilo than at Manila, which latter market usually gives the highest standard of prices for the Archipelago. This circumstance gave a renewed stimulus to planting, and the crop of 1864 would consequently have been very large, but for the occurrence—rare in this latitude—of a hurricane in March 1863, accompanied by heavy rains, which destroyed the young plant to a very calamitous extent in this district. Very large proportionate profits were realized during the continuance of this unwonted demand for China, as much as 2,000*l.* being made on a small cargo of 260 tons to Shanghae and Hankow. As the failure of the Chinese crop is an exceptional event, this demand is not likely to be so active in future years; but there is every probability that the introduction of sugar into the newly-opened ports of the north (Hankow and Tientsin), in previously unknown quantities, has had the effect of permanently increasing the consumption of the article to an extent beyond the power of the Chinese crop wholly to supply; and there is no doubt that in future years some portion of that supply will be annually drawn from the Philippines in greater or less quantities, according to the out-turn of the Chinese crops, and the state of prices in both markets.

Trade with Great Britain.—The cessation of the Chinese demand appeared to involve a recurrence to former low prices, when the discovery of the impending deficiencies in the crops of the more important sugar-producing countries, including Java, Mauritius, Cuba, La Réunion, and the Continent, gave prices a sudden and most important advance in Europe. As a natural consequence, the demand for Europe has revived, and several vessels have loaded for that quarter. The demand for the Australian and Californian refineries, and probably for China, is, however, likely to continue in future, and prices here may possibly range so high as to lessen, in future years, the amount of sugar exported from this colony to Europe. To higher classed sugars, if produced in quantity, this remark would not so much apply; but it may be doubted whether the differential duties as to quality in Great Britain, by taxing disproportionately the better grades, will not tend to discourage their production, as is said to be the case in the British sugar-producing colonies.

In California, similar discriminative duties exist, ranging from $2\frac{1}{2}$ to $3\frac{1}{2}$ cents per lb., and would appear to act in a similar manner, in the interest of the refiner. In Australia, the sugar duties, though high—perhaps prejudicially so both to the revenue and the consumer—are uniform, and, therefore, do not interfere with the production of higher or lower grades. This important question as to discriminative duties seems to require still further elucidation.

The trade with California, considering the advantageous position the Philippines occupy with regard to the supply of what is becoming one of the most important centres of consumption and trade in the world (the port of San Francisco), must become yearly more considerable; and the fact of the first small shipment of wetzel-cooked sugar having been made from this port to that quarter is not without interest. Owing to the peculiar nature of the Californian sugar duties, a particular shade of colour is required, to avoid the higher tax on light-coloured kinds, so that the producer has to make a sugar sufficiently inferior in shade for the purpose, and must, in fact, be careful not to manufacture too good an article, only working for this purpose his centrifugal and other apparatus to a certain point, an almost absurd effect of duties so eminently artificial, and one

which is likely to interfere with the production of really superior sugar for that market, until some modification be made. In confirmation of this, I may add that recent orders for sugar for California discourage the purchase of the better grades.

Whether, however, the much debated principle of discriminative duties be correct or not, it would seem that the high rates of $2\frac{1}{2}$ cents per lb. for quality equal to No. 12 Dutch standard; 3 cents, No. 15 ditto; and $3\frac{1}{2}$ cents for all above, must practically tend to limit consumption; though, doubtless, the future reports of Philippine sugars to California must continue to increase to an important degree. The establishment here of an American house, a branch of an important Manila firm, has given a considerable impetus to the export trade, and will probably tend further to develop the tradal relations of this port with California.

Coffee is also an article which the Californian market will take off to a large extent. In this quarter the plantations which have been commenced are not yet in a sufficiently forward state to be able to export; but they promise well for the future.

Trade with China.—As recorded above, the sugar trade with China became unprecedentedly active during 1863, owing to the failure of the Chinese sugar crop. Few reliable data are obtainable as to the average production and consumption of sugar in China; but it is believed that consumption is increasing in the northern ports, and that, although the demand last year must be looked upon as exceptional, in future a gradually enlarged supply will require to be drawn from the Philippines. A new feature in the Iloilo trade with China is the export of rice in the husk, which has lately been effected in a British vessel to the extent of 400 to 500 tons, with a favourable result, and is likely to be continued when rates in China, as they frequently do, offer a margin. The neighbouring districts of Capiz, Antique, and Negros, being very productive of rice, a considerable supply can be drawn upon for this purpose.

The large quantity of Chinese, Tysaam, and Toatlee silk, and of coloured spun silks, which is used in the native manufactures of this province, has not yet been imported direct here, but always by way of Manila. The value of this article, as imported in the raw and spun state, is estimated at some 300,000 dollars per annum, or at about the rate of 30 to 40 piculs (4,200 to 5,600 lbs.) per month. In the manufactured form, combined with the fibre of the pine-apple leaf, with which it is usually mixed, the native fabrics annually made and exported are computed to be worth 1,500,000 dollars. The number and variety of the Chinese products used in this vicinity, such as earthenware, paper, ploughs, pans, hardware, &c., &c., and piece goods, being also very important, the commencement of exports from that quarter to this cannot be long retarded. They would be much facilitated and augmented with regard to these possessions by the disappearance of the differential duties, which prevent vessels other than Spanish from importing goods from China, so that all the British and other foreign vessels, which might otherwise bring greater or less quantities of Chinese goods to this colony, arrive in ballast only.

The very problematical good obtained by the Spanish and Philippine shipowner, is, of course, much more than balanced to the trade of the colony by the detrimental effect produced by differential duties, which confine its imports to the artificial (so to call it) and limited freightage afforded by the small number of Spanish vessels engaged in the Chinese trade. This remark applies also to imports from Europe, which would of course take place on a more extended scale, could vessels other than Spanish be employed.

Notwithstanding this drawback, and the fact that many of the Chinese

articles in the tariff are still burdened with injudiciously high duties, it is evident that transactions with that quarter, more particularly in exports, must increase to a very important extent. To this increase the port of Sual, in Pangasinan, which was opened to trade at the same time as Iloilo, and which, being favourably situated for the export of rice, has always kept up an augmenting tradal communication with China, will doubtless largely contribute.

In general articles of produce there has not been much increase to note as yet, the principal demand being confined to sugar. Sapanwood, which formed an important item of export to Manila, has diminished, the demand for it as a dyewood in Europe having apparently fallen off. Hemp will, in course of time, be brought from the neighbouring islands, as soon as screw presses are erected here. Hides and horns continue to be exported to some extent to Manila. Tobacco, which would form by far the most important of the exports of the island, and of this part of the Archipelago, continues to languish under the present monopoly, and decreases annually, the last year's export by Government to Manila being only 20,000 quintals. Exports of native textures made from the piña fibre continue to an important extent.

Imports from Europe.—It had long been an evidently necessary step towards the more complete development of the trade of the southern portion of the Archipelago, that direct imports, as well as exports, should be brought about. Such, however, were the difficulties experienced in inducing manufacturers and shippers to forward goods to a new market, of which they had scarcely heard, and such the not unreasonable doubts as to whether the new ports could take off readily enough a comparatively large quantity of goods, that it was only after repeated efforts that a ship could be despatched from Glasgow direct to Iloilo, with a part cargo for the port of Zebu, which has also during the last three years been open to foreign trade. This cargo, comprising British goods to the value of 23,000*l.*, arrived in March this year, and was imported at Iloilo and Zebu, though some portion in a considerably damaged condition, owing to the stranding and abandonment of the vessel on her voyage from hence to the latter port. This arrival gave considerable animation to the Iloilo import trade, and if followed up in time by new imports embracing the three ports, the effect, in combination with the increase of direct exports, should be a continued expansion of the amount of manufactured goods consumed in this portion of the Archipelago. Various important articles, which had not been introduced in this quarter, such as galvanized iron for roofing, and some varieties of hardware, &c., were first brought practically to the notice of native consumers. Machinery for sugar was also imported direct, at a considerable saving in cost over that of previous imports *viâ* Manila, a circumstance—in a country where the introduction of better machinery for the crushing and manufacture of the sugar crop is so essentially desirable—of very considerable importance. A quantity of sugar machinery, valued at 3,870*l.*, was also imported direct from England last year by a British vessel. That goods should be brought to the consuming markets by the most direct line, thus bringing consumer and producer into the nearest possible relations, is too well known and well founded an axiom to necessitate further comment as to the beneficial influence of direct shipments where the elements for their continuance really exist, as seems to be the case with the ports of Iloilo and Zebu.

I would beg to point out that the differential duties previously alluded to were found to be practically one of the principal obstacles to the commencement of a direct foreign trade in this quarter, while they act also, to an equally prejudicial extent, on that of the much more important port of Manila. British and all foreign vessels being by the action of these

duties almost completely excluded from conveying imports, all goods, except occasionally such rough articles as coal, beer, &c., and machinery (on which latter article there is no duty), have to be shipped to Spanish colonies in Spanish bottoms. National vessels having thus a virtual monopoly of the import carrying trade, freights are of course much higher than if other foreign flags were eligible for it. And whereas British and other vessels would convey goods readily for 40*s.* per ton, and in some cases 30*s.*, Spanish vessels always command from 80*s.* to 90*s.* for Manila, and, in the present instance, no ship could be obtained for Iloilo and Zebu for less than 5*l.* per ton, or considerably more than twice as much as would be demanded by other vessels. It is unnecessary to add how much such difference in freight enhances the price to the consumer of the merchandize shipped—to such an extent, in fact, in some instances, as to render the shipment of many of the more voluminous articles frequently unprofitable, and thus curtailing consumption very considerably.

It may yet be premature to effect a more effectual resistance to the opposition of shipowners to any change of the present relations as to differential duties in Spain and her colonies; but the tendency towards liberality in matters of this nature, both in her public men and leading writers, begins to be felt, and the prejudicial nature of the present differential duties could not be more aptly stigmatized than in the following paragraph from the "Gaceta Economista de Madrid," of January 1863: "Another point which is still unreformed in Spain, in spite of the experience of other countries, is the differential flag duty, which has been proved in every place where it has been abolished not only to be productive of no useful result, but to be extremely prejudicial. Before fully expressing our opinion on so pernicious a form of protection, we will add a table of statistics, to give a practical basis to our observations, for, as regards the theory of the matter, it is so obvious as scarcely to require argument of any kind, for, what is the effect of the differential flag duty? Purely and simply an artificial enhancement of freight of the most obnoxious nature, not only because it places us at a great disadvantage with respect to the countries where such additional charge does not exist, but because it heightens in the most extraordinary manner the price of the articles we require to import from abroad." Similar forcible statements put forward by the "Association for Tariff Reform," and urged and elucidated by Figuerola, Pastor, Rodriguez, Galiano, Moret, and Bona, cannot fail to have weight.

From a Philippine point of view, these remarks apply to the colony as fitly as to Spain, but with more emphasis, as the difference of freight on such long voyages is greater than on those confined to Europe; and with respect to the more local voyages, between this colony, China, and Singapore, it would be difficult to estimate the amount of trade which has been suppressed by the action of the differential duties.

It may, perhaps, be taken as indicative of a wish to effect a gradual change in this respect that lately a decree from Spain allows goods to be imported by steamer under foreign flag into these possessions at a reduction of 50 per cent. of the amount of difference of duty—*i.e.*, the duties being now respectively 7 per cent. by national and 14 per cent. by foreign flag, they will, on goods by foreign steamers, be charged at the rate of 10½ per cent. This partial reduction is, however, not enough to bring foreign steamers into the trade; though, had it been proposed some years ago, when those of the Peninsular and Oriental Company conveyed the mails between Hong Kong and Manila, it might have led to the continuance of these latter on the line, with great benefit to both parties, and to the tradal relations of the Philippines generally with China. The disadvantages accruing from differential duties, which disabled the

steamers referred to from carrying more than a limited amount of cargo, led eventually to their withdrawal.

The mails have been since conveyed by Government steamers which, for sometime past, do not receive goods, and the benefit of merchant steamers carrying cargo promptly and safely is thus for the present lost. A similarly tentative measure was promulgated with regard to Zamboanga, which was opened to foreign trade in 1855. The duties were reduced 2 per cent. below those of the other open ports, in order to attract imports to that quarter, a concession too small to effect the object in view, though Zamboanga (or rather Balabac, which has an excellent harbour) occupies so good a position with reference to the Sooloo group, Borneo, and the usual track of vessels in these seas that, if placed on the same footing with regard to imports as Singapore or Hong Kong, and made a station for the mail on its way from Singapore to Manila, it would rapidly become of considerable importance. As the adoption of a permanent mail route from Singapore to Manila instead of the circuitous one now in use by way of Hong Kong, would effect a saving of from six to seven days. It is probable that Balabac or Zamboanga will become, in time, one of the stations of the mail steamers, which may include Iloilo on their way northwards to Manila.

The differential export duties, although erroneous in principle, as they burden the products of the colony with a heavier cost than they otherwise would have in competing in the consuming markets with those of other tropical countries, are not nearly so prejudicial in practice, as they are much lighter, being $1\frac{1}{2}$ per cent. by national and 3 per cent. by foreign vessels.

The import trade, by way of Manila, has continued to augment, although consumption has been considerably interfered with, by the high price of cotton manufactures. The value of yarns has undergone an extraordinary rise, being now 240 dollars per bale of No. 40s. of 210 lbs. weight, against 120 dollars before the commencement of the American war. In similar proportion, cotton shirtings, worth previously 3 dollars 50 cents, sell for 6 dollars per piece of 40 yards. The Mestizo traders and Chinese bring on considerable quantities of goods from Manila; and the small steamer "Esperanza," which has for sometime past been running between this port and Manila, has contributed to quicken transactions of this kind, and also enabled operations in produce on account of the Manila houses to be effected with more efficiency and less uncertainty. This steamer, however, being not equal to the growing requirements of the place, it is, I believe, not unlikely that another and more efficient vessel, both as to speed and capacity, may be placed on the line, including Zebu on her route. Very considerable benefit will no doubt follow on the rapid means of communication and transit afforded by a more powerful boat.

The actual quantities and values of goods imported coastwise from Manila and other quarters cannot be given in any reliable detail, the amounts manifested to the custom-house being irregular and erroneous; but they were estimated for last year at 2,000,000 dollars. The exports may be placed at 2,500,000 dollars, including valuable native piña textures to the extent of 1,500,000 dollars. For the interest it may possess for the general shipper, I here insert a summary of the articles and values of the first direct cargo imported at Iloilo and Zebu.

	£	s.	d.
White and Grey Shirtings	1,230	4	5
White and Coloured Satins and Trowserings	893	3	5
Dyed Yards	5,940	10	7
Lawns and Lappets	938	3	7
Canvas and Seaming Twine	292	13	7
Saddlery	271	9	1
Waterproof Clothing	643	3	10
Galvanized Corrugated Iron	1,966	7	5
Sugar Mills, Pans, and Agricultural Implements	2,743	16	5
Zinc and Sheet Lead	296	3	5
Brown Sheathing Felt	73	19	2
Biscuits	81	8	0
Wines and Spirits	198	18	3
Beer	125	3	5
Perfumery	148	14	10
Cheese	40	0	0
Ironmongery	1,275	11	9
Earthenware	370	9	0
Handkerchiefs	914	7	7
Silks	381	8	4
Hats	228	18	10
Linens	1,440	11	7
Cotton Hose	69	16	8
Woollens	1,221	0	10
Saxonys	296	4	0
Paints	117	1	10
Brushes	74	6	4
Ink	23	14	0
Matches	79	10	9
Carriage	117	6	7
Sundries	483	5	5
Total	£23,074	13	2

A further importation was made by a British ship (which first discharged part of her cargo at Manila), consisting of—

	£	s.	d.
Hardware	580	1	10
Wines and Spirits	26	5	0
Coals	68	16	5
Anchors	86	4	2
Bar Iron	342	17	6
Sugar Pans	94	10	0
Rum Stills	38	0	0
Fire Bricks	7	10	0
Total	£1,244	4	11

But the differential duties do not encourage a repetition of shipments in other than Spanish vessels; though these latter involve the disadvantage of excessive freights already pointed out.

To give a practical instance of the working of these duties, I add a comparative note of those paid to the custom-house on goods imported into Iloilo by a Spanish and foreign (British) ship.

	Value.			Duty.	
	£	s.	d.	$	c.
On an Invoice of Hardware by the Spanish Ship "Tomás Joaquin"	536	16	4	212	03
On an Invoice of Hardware by the British Ship "Chase"	248	14	0	283	05

Increase of Produce for Exports.—A natural effect of the direct trade has been the increase of the sugar crops, both in this district and the neighbouring province of Negros; the rapidly augmenting crop of which latter fine island is almost exclusively brought to this port, to which the voyage occupies from six to seven hours.

The improvement in the machinery employed for crushing and manufacturing, and the amelioration in the quality of the sugar on some estates, though as yet on a limited scale, is also remarkable, and worth some special notice.

In 1861 I reported that the number of iron cottle mills, which in 1856 were not known here, had increased to 16, including 13 at Negros. Their number has now augmented to fully 20 in this province, and 43 in that of Negros, and the demand for them is steadily increasing, the native planters finding their superiority to the primitive mills with wooden rollers to be very marked, though their introduction on a more extensive scale is checked by the general dearth of available capital among the smaller cultivators. Steam mills have also been erected for crushing cane, and there are now 4 at work at Negros on estates which produce collectively 1,300 tons of sugar, but which should double this quantity when further improved by the substitution of deeper ploughing, and a less backward mode of cultivation in general.

On two estates, centrifugal apparatus for curing have been erected; and on one the wetzel has been introduced with satisfactory effect, though these improvements have been made with considerable effort in a district where all matters of this nature were in the most rudimentary state, and where facilities for obtaining the requisite advances are rare.

There are now about 23 Europeans engaged in planting at Negros. Eight years ago there was only one, and the island was scarcely known as an agricultural field, producing at that time scarcely 250 tons of sugar.

The crop now growing at Negros is estimated to yield 160,000 piculs, or 10,000 tons, during next season; and the united crops of Negros, Iloilo, and Antique will probably give 350,000 piculs, or about 21,000 tons, exportable from Iloilo. In eight years, at the present rate of increase, the two islands of Panay and Negros should yield 1,000,000 piculs (about 62,000 tons), which is the present average production of the Philippines.

I cannot too strongly recommend to the attention of intending planters the unsurpassed advantages of the fine island of Negros for sugar, coffee, and other tropical products. Land in excellent positions near the sea, and on rivers navigable for cargo boats, is still obtainable at low rates, and labour is yearly becoming more abundant, and procurable without serious difficulty. Negros itself contains 150,000 inhabitants, and the emigration to it from Panay increases annually.

In my Report of July 1861 I entered into some detail regarding the capabilities of Negros as to sugar growing, price of land, labour, and other matters connected with this subject.

The accounts recently received, since these remarks were commenced, of the very important reduction of the sugar duties in England add a new interest to the question of available land for sugar production in the Philippines. The effect of the change is likely to be an increased consumption of and demand for these sugars, and a larger area will consequently be required for cultivation. For the present, prices have risen here 50 cents per picul; and though this advance may not be permanently sustained, it shows the anticipation that an increased consumption in Europe must lead to an improvement in the position of this important product.

The suppression of the Government spirit monopoly which is announced to take place in July this year, and the permission to planters to make rum for general sale and export, subject to an excise duty, is also of importance, as adding a new element, which had hitherto been wholly suppressed, to the value of estates and exports generally; and it seems probable that supplies of rum from this source will be exported freely to Australia and other quarters.

Tobacco, another valuable product of these islands, which would be of more importance than sugar if it were freed from the present restrictions which confine its sale to Government at fixed prices, is still unfortunately limited in amount by the action of those restrictions.

The soil and climate of Panay, Negros, Zebu, and Leyte, being eminently favourable for its growth, it would be produced in great abundance if its purchase and export, under custom-house duties, were allowed, both in the manufactured form and in the leaf. Under the present system of Government "colecciones," described in previous reports, it does not advance; and the export to Manila on Government account this year has only been 21,000 quintals. It will probably remain stationary until freed at some future time from the present monopoly, and allowed to be exported under customs or excise duties.

Having been enabled, during my residence here, to visit the port of Zebu, the growing importance of which, as a new centre of trade for the islands and districts surrounding it, has long been foreseen, I would beg to add a few remarks regarding its present tradal position and capabilities, which are connected in great measure with those of Iloilo. The distance by sea between the two ports is 180 miles. Crossing the islands in a direct line, it is about 70. Zebu is the chief port of the island of that name, which occupies a central position between Negros, Leyte, Bohol, and Samar. The city and port of Zebu, together with the parish of San Nicolas, contain 33,500 souls. In configuration, it is long and narrow; its greatest breadth being about 30 miles by 120 in length. Its circumference is given as 250 miles. Ranges of hills and mountains of no great height traverse the island in a longitudinal direction. In the neighbourhood of Zebu the hills have been allowed to be denuded of trees to too great an extent, which, with their proximity to the town, may account for the oppressive heat which prevails during some portions of the year. The climate is, however, considered one of the healthiest of the Philippines. In the immediate vicinity, and in the town, fruit trees and tropical plants grow in profusion, and the roads are well kept. The prominent position of the churches and the buildings attached give a sort of ecclesiastical aspect to Zebu. The native houses, and streets generally, seem to be better kept than in most other towns of equal size. The number of foreigners, British and American, residing at Zebu, is at present seven. That of the European Spaniards may, perhaps, amount to fifty.

The port was opened to direct foreign trade three years ago, at the the time of the re-establishment there of the Government Intendency of the Bisayas Islands. During the first two years of its admission to commercial intercourse with foreign markets, although it was the centre of a very important province trade, it attracted but little attention from foreign firms; but latterly the fact of vessels loading produce direct from it to England and China has, coupled with the evident promise of its tradal resources, led to the establishment of two branches of Manila firms (which are likely to have considerable influence in developing both its export and import trade), and another in connection with Iloilo. Previous to this new feature in its commercial history, the trade of Zebu had been confined to a number of Spaniards and native (Mestizo)

traders, who have been established there for many years, and where business was limited to buying produce from the neighbouring district, and from the surrounding islands, and forwarding it for sale to the Manila market. Some of them in this way have acquired considerable capital, a good deal of which is invested in substantial houses and stores, and in coasting vessels.

Sugar and hemp form the chief items of export from Zebu. Of the former, about 12,500 tons, and of the latter, 3,300 to 4,000 tons are yearly shipped. The exports further comprise a number of minor articles,—hides, horns, couries, mother-of-pearl shell, cocoanut oil, maize, vegetable wax, cocoa, Zamboanga coffee, &c., &c.—besides a quantity of native textures, made of the so-called hemp fibre. Their total value is estimated at 1,500,000 dollars. With the exception of sugar, Zebu does not produce most of these articles itself; but from its advantageously central position, it has become the depôt for the neighbouring islands and provinces, its secure harbour for coasting craft being also an attraction.

Its chief supplies of hemp are derived from Leyte, Saniar, Bohol, and the east coast of Negros (Dumaguete) in its more immediate vicinity; while from the great island of Mindanao it obtains a further supply, from the fine province of Misamis and from the small island of Camiguin, which produces nearly 1,000 tons of good hemp, nearly all of which goes to Zebu, and has of late years much improved in quality. The sugar grown on the island of Zebu is mostly produced at San Nicolas, Talisay, Mandani, Liloan, and Danao. The surface of the island being occupied in great measure by mountains and hills not adapted for sugar cultivation, it does not seem likely that the production of this article can extend very quickly, though the small plains, valleys, and hills of arable ground it possesses are exceedingly fertile.

Cotton grows remarkably well at Zebu, particularly in the vicinity of Daraguete, Boljoon, and Oslod, where it occupies considerable tracts; but it is not cultivated for export, though some quantity is manufactured in the native looms. From the peculiar dryness of the seasons at Zebu, a circumstance which assures the safety of the pods at the proper time, it is probable that the cultivation of this plant on a larger scale would be very successful.

Maize is grown in large quantities on the slopes of the hills, and forms a large item in the food of the inhabitants. Tobacco is also grown here to a considerable extent, which would increase to a great amount if liberty to export it were granted. The largest quantity grows in the district of Argao, where it thrives luxuriantly. Owing to the absence of extensive plains, rice is little cultivated; and the chief supplies of this cereal are brought from Capiz in Panay, and occasionally from Iloilo and Antique.

In the hills in the vicinity of Naga two extensive coal mines have been opened. The quality of the coal seems to be similar to that of Labuan; and though, from its having been as yet mostly obtained from the surface, its reputation is not completely established. It is believed that it will in time furnish valuable supplies for the internal navigation by steam of the Archipelago, which is now about to commence. The Spanish war steamers on the Zebu station are at present using it in combination with Welsh coal, of which, both at Iloilo and Zebu, the Government has considerable supplies.

The higher prices and greater local demand at Zebu, consequent on the establishment of foreign firms, will no doubt stimulate the production of hemp considerably, and probably quadruple in four years the amount exported from that quarter.

The same cause will tend to increase largely the amount of sugar and other productions.

The imports of European goods are estimated at 300,000 to 400,000 dollars per annum; and of Chinese and other imports, about 200,000 dollars. This trade is at present principally carried on by Chinese, who have 43 shops in the city of Zebu, and number 440 in all. As yet only one direct vessel has arrived from England, conveying a part cargo for Iloilo also, as mentioned above. A continuance of direct shipments from Europe, and the amount of export trade likely to be done at Zebu, will, of course, augment in time the amount of imports very considerably.

The city of Zebu is well built, and compares very favourably in this respect with most of the provincial towns. It is the seat of a bishopric, and contains a good cathedral and three fine churches, with convents, and a very extensive seminary for native priests. The Government Intendency (Gobierno-Intendencia) of the Bisaya Islands was established at Zebu three years ago, and is the chief authority of this part of the Archipelago, though subject to the control of the chief authority at Manila. The port was first visited by Magellan in 1521, on his discovery of the Philippines. On the small island of Máctan, which protects the port and forms the harbour and channel leading to it, he was soon afterwards killed by the natives. The city was first founded in 1565 by the Adelantado Miguel Lopez de Legaspi.

The harbour is difficult of access for large vessels from the north, owing to the narrowness of the channel, unless with a leading wind. With a fair wind it is not dangerous, the passage between being deep enough, and only requiring to be less imperfectly buoyed off. To the south the entrance is more open and easy of access, though care is requisite to avoid the Lipata and Narvaez shoals.

There is a naval station at Zebu, and a steamer and two steam gunboats are usually stationed there, the former being relieved once a month from Manila.

It is anticipated that four or five large vessels may load at Zebu this year with hemp and sugar; and during the next sugar season, as the growing crop promises remarkably well, a much larger number will, doubtless, be despatched from thence.

The increase in the quantity of hemp exportable from this port will, as already mentioned, doubtless, be considerable, more especially as the plantain tree (*musa textilis*) from which it is obtained is propagated with great rapidity. Its quality, although frequently requiring selection from the cargoes of the coasting crafts, is good; and a cargo sent last year to London was not unfavourably reported on, and obtained good prices. The rise in the value of this article during the last six months, equally with sugar, is remarkable. The chief market for its consumption has been the United States, but it appears to be entering more extensively into use in England for ship's cordage and other uses. Should it be adopted in Her Majesty's navy for the running rigging of vessels, for which its superiority over European rope has long been recognized, a new outlet will be found for this valuable product.

On the cessation of hostilities in America, its consumption throughout the States is certain to revive to a larger extent than before.

From the variety of the articles it supplies, and its excellent situation, it will be seen from the remarks above noted, that Zebu is likely to become the second market of importance in the Philippines after Manila.

Returning to Iloilo, I should add, before concluding the present imperfect sketch of its tradal progress, that the population of the province has increased to 595,000; that of the island (Panay), including the provinces of Capiz and Antique, to 863,000 souls.

I regret to be unable to report any material progress in the improve-

ment of this fine port, as to buoys and lights. Both are very much wanted, the former for the Otou Shoal and the Iguana Bank, and the latter for the Seven Sins Rocks, and for Point Bondulan, on Guimaras.

The local authorities have pointed out these requirements from time to time to the central Government at Manila, and to the Intendency at Zebu—the channel through which these representations have now to be made—but as yet without much practical effect, although the growing importance of the port, and the accidents which have occurred through the want of these essential aids to navigation, renders it highly desirable that they should be furnished.

During the recent visit from Zebu of the chief authority of the Bisaya Islands to this province, this subject was brought before him by the merchants here interested in the foreign trade, who were assured that the matter would be seriously represented to the proper department at Manilla.

A careful survey has just been made, by the officers of the Spanish Hydrographical Commission, of the Otong Shoal, which has long been known to be extending in size, and on which H.M. steamer "Magicienne" grounded in 1858 (an occurrence which first called attention to the fact), and on which other vessels have met with accidents, including the loss of an American ship last year.

Its extent has now been accurately defined, and I hope to be able to forward soon, a copy of the chart of survey.

The inner part of the harbour, comprising the river, has been improved to some extent by filling in and piling, and a considerable quantity of land has been reclaimed by this process by the different proprietors of warehouses along the banks. New godowns have also been erected, roofed in some instances with galvanized iron, in substitution of the palm thatch with which most of the buildings of Iloilo are still covered; and the appearance of the port may be said to be rapidly improving under the influence of its expanding trade.

Iloilo, Island of Panay, June 10, 1864.

TURKEY.

THE SANDJAK OF ADRIANOPLE.

Report by Mr. Vice-Consul Blunt on the Resources of the Sandjak of Adrianople.

The Sandjak of Adrianople is in the province of Adrianople. It is divided into nine districts; its population amounts to 531,000 souls, and it contains 986 villages.

It is almost wholly agricultural in its industry, and as such supplies several valuable staples to commerce. The soil is very fertile, generally alluvial; and is irrigated by the rivers Maritza, Dountcha and Arta. The principal products are wheat, barley, rye, oats, maize, millet, susamum, canary seed, tobacco, wine, silk, broom-corn and wool. The returns of these products afford a considerable surplus for exportation. The American cotton plant has also been introduced, and its culture progresses satisfactorily.

The following is a return of the value of cereals, silk, wool and tobacco produced in the Sandjak during 1862 :—

District.	Cereals.	Silk.	Wool.	Tobacco.	Total Value.
	£	£	£	£	£
Adrianople - -	350,000	108,000	35,000	700	493,700
Ouzoun Kiu-pru -	116,000	10,000	8,200	600	134,800
Mustapha Pasha -	71,000	30,000	4,500	200	105,700
Hafsa and Baba-Eski -	76,000	900	8,000	1,000	85,900
Boumar-hissar - -	50,000	450	5,000	100	55,550
Tchirmen - -	52,000	3,800	4,200	4,800	64,800
Kizil-Agatch - -	44,000	340	5,500	85	49,925
Kirk-Klissa - -	100,000	500	8,200	950	109,650
Dimotica - -	204,000	57,000	20,000	12,000	293,000
Totals - -	1,063,000	210,990	98,600	20,435	1,393,625

Cereals.—The average market prices in December, 1863, were as follows :—

			s.	d.
Wheat, hard, per Imperial quarter ...	...	...	30	1½
Ditto soft	,, ...	...	26	2
Barley ...	,, ...	...	17	2
Maize ...	,, ...	...	18	4
Oats ...	,, ...	...	14	4¾
Rye	,, ...	...	18	4

Invoice of a cargo of Adrianople wheat shipped at Enos, in 1863 :—

		Piastres.
19,725 kilos* hard wheat, at 21¼ piastres† the kilo, free on board		419,687½
Charges—Brokerage, 1 per cent. - - - - -	4,196⅜	
,, Commission, 2 per cent. - - - -	8,393¾	
,, Loss by currency - - - - -	1,578	
,, Agent's charges - - - - -	644	
		14,812½
		434,500

This year the crops have given very good returns, and the value of the cereals is estimated at 1,600,000*l.* sterling.

Silk.—In 1856 the growers of silk in this Sandjak secured 855,000 lbs.

* 8 kilos equal to 1 Imperial quarter.

† Exchange, 109 piastres per £ sterling.

of dried cocoons, 500,000 lbs. of which were exported to France; and the farmers of the tax on this produce collected 2,700,000 piastres. In 1863 about 500,000 lbs. of dried cocoons were obtained; 400,000 lbs. were exported to France, and the tax decreased to 1,400,000 piastres. The sickness in the silkworm caused this falling off. It began in 1857, and has now spread so much as to infect all the silk-growing districts in Thrace and Bulgaria.

The growers are now obliged to procure eggs from the silkworm in Circassia, in order to renovate the species from healthy larvæ.

In 1864 the Sandjak only produced about 250,000 lbs. of dried cocoons, and the average price paid for them is 5*s*. 2*d*. per lb.

This year three filatures on the European model, and worked by steam power, have been established in the vicinity of the town of Adrianople by French and Greek houses.

Wool.—The Adrianople wool is much esteemed in France for its fineness and elasticity. In 1863 there were 1,105,367 sheep in the Sandjak; 3,000,000 lbs. of wool were produced; and the tax levied on the sheep amounted to piastres 4,421,468.

About 1,800,000 lbs. of wool were exported to France in 1863, and 1,500,000 lbs. in 1864. Average price in 1864, 8*d*. per lb. The quantity of wool produce decreased in 1864 in consequence of a murrain among the sheep in the winter of 1863.

Tobacco.—The Sandjak annually produces about 1,500,000 lbs. of tobacco of a very inferior quality. Its culture is falling off in consequence of the heavy tax levied on it. Average market price 4*d*. to 8*d*. per lb.

Broom-Corn.—The cultivation of broom-corn is very extensively carried on in the Sandjak, and the manufacture of it into brooms is a branch of business of great importance in this town. The yield of the crop this year in the district of Adrianople alone is estimated at 3,000,000 lbs. of "brush." For three brooms 3½ lbs. of brush are allowed, and one man manufactures as many as thirty-five brooms in a day. The market price of brush per lb. was 2½*d*. in 1863.

Export Trade.—The surplus of the products of most of the districts in Thrace is carried to the ports of Burgas, Rodosto, Gallipoli and Enos; and from thence exported to its destination. To the three first ports the transport is usually made in bullock waggons in summer, and by pack-horses in winter.

To Enos it is made in rafts floated down the river Maritza. Most of the export trade, at least two-thirds of it, of the provinces of Adrianople and Philippolis, is carried through this channel. The rafts employed are rudely constructed; they are about 30 feet long by 8 broad, and when loaded draw from 10 to 14 inches of water. They each carry from 20 to 30 imperial quarters of grain; and as the strength of the current and the absence of footways prevent their being tracked upwards, they are broken up and the planks sold at Enos after they are unloaded there.

COST OF TRANSPORT.

Means of Transport.	Weight carried.	Cost.	
		In Summer.	In Winter.
Per waggon - -	400 to 500 okes -	14 to 24 piastres per 100 okes	30 to 40 piastres per 100 okes.
Per pack-horse -	80 to 100 okes -	½ piastre per oke -	¾ to 1 piastre per oke.
Per raft - -	30 to 40 sacks full of grain	4 to 5 piastres per sack	5 to 6 piastres per sack.

1 oke equal to 2,840 lbs.; 1 sack equal to half an Imperial quarter; Exchange, 110 piastres per £ sterling.

Cereals, rags, and bones, are exported to Cork or Falmouth; wool, silk, and susamum, to Marseilles; hides and skins, to Trieste; and brooms, tobacco, butter, cheese, wax and flour, to the Greek Islands. A great deal of the export trade of the province of Philippolis is also carried on by the Adrianople merchants.

Import Trade.—The import trade is chiefly conducted through Rodosto and Gallipoli. Some goods are brought direct overland from Constantinople; and in autumn, when the river Maritza is swollen, vessels of small tonnage, loaded with olives, oil, soap, dried fish and fruit, navigate as far as Adrianople.

In the provinces of Adrianople and Philipopolis there is a great consumption of British cotton manufactures. British colonials are also extensively imported, as well as wool stuffs from Germany and glassware from Belgium.

Most of the districts of these provinces, and a great part of Bulgaria, draw their supplies of foreign produce from the fair annually held at Ouzoundjova in the month of September. The following invoice gives the cost, charges and profit made on three bales of cotton-twist purchased at Manchester in October and sold at Adrianople in December, 1863:—

	£	s.	d.
One bale Nos. 6, 8, 10—800 lbs. blue-dyed water twist	75	0	0
Two bales Nos. 10, 12—1,600 lbs. extra hard water twist	82	10	0
	157	10	0
Discount, 1¼ per cent.	2	7	3
	155	2	9
Charges in England, including freight to Constantinople	5	19	9
	161	2	9
Commission, 2½ per cent.	4	0	6
	165	3	0
Charges at Constantinople, Rodosto, and Adrianople, including Customs duty, freight to Rodosto, and carriage to Adrianople	10	14	3
	175	17	3
Proceeds of sale at Adrianople	187	0	0
Profit	11	2	9

Town of Adrianople.—The town of Adrianople stands at the confluence of the Dountcha and Arta with the Maritza (Hebrus).

It contains 18,000 houses and a population of 90,000 souls (28,000 Mahometans, 56,000 Christians, and 6,000 Jews); 60 mosques, 14 churches, and 13 synagogues; 1 military school and 37 other schools, with 2,730 pupils; 2 hospitals and 1 madhouse.

The "Verghi" or property tax paid by the inhabitants does not amount to more than 5,200*l.* per annum; and the military commutation tax annually paid by the non-mussulmans does not exceed 1,580*l.* There are 650 foreigners established in the town, most of them hold landed property and are very lightly taxed.

The town also contains 8,000 shops and several large stone bazaars and haus. The largest bazaar is "Aali Pasha;" it is some 350 paces long, with rows of shops on each side occupied by retail dealers in foreign and native manufactures.

The corporations of saddlers and shoemakers employ a great number of workmen, and annually dispose of large quantities of Turkish saddles and shoes at the fairs held in Thrace and Bulgaria.

Adrianople, August 30, 1864.

DIARBEKR AND KURDISTAN.

Report by Mr. Consul Taylor on the Trade of Diabekr and Kurdistan, for the Year 1863.

The Pashalik of Kurdistan contains a superficial area of about 19,000 square miles. It is bounded on the north by the Kaimacamlik of Bittis, to north-east by the Möx and Hakkari Mountains. From the base of the former a line drawn to the village of Peishkhaboor, on the Tigris, twenty-five miles below Jezireh, and so on round the western end of the Sinjar Mountain to Kirkesseea, on the Euphratas, will be its eastern and south-eastern frontier. To the north-west it is bounded by the Erzeroom Pashalik, to west and south-west by that of Kharput, and to the south by the Orfa Kaimacamlik, a part of the Aleppo Government.

In this large territory every variety of climate, with the exception of extreme heat and cold, obtains. To the north are the snow-capped mountains of Armenia, and between them and the Mesopotamian plain—very different from the sultry and arid deserts of Arabia and Irag—sheltered valleys and well-watered plateaus enjoying an equable temperature. From the nature of the country, a great part rock and mountain, one-half is lost to agriculture; but the remainder consists of a rich soil adapted for all kinds of cultivation. The water system of the Pashalik is very extensive, and although but little use—with the exception of the Tigris—is made of it at present, might be important. The chief rivers are, the Tigris, Ambar, Batman, Arzew, Bohtan, and Deyr Gul Sus, that fall in parallel lines into the first, while the Knep, Kanshan, and Sarum, swell the third, and the Bohtan River, previous to its junction with the Tigris, attains a volume of water larger than that river, by the accumulated waters of the Möx, Shattak, Chamikarri, and Sarhal Sus, near its sources, and the Keyzer and Bittis streams lower down, near Saert. The Mesopotomanian plain (as far as this Pashalik is concerned) is bisected from north to south by the united waters of the Jaghjagha and Khaboor, and from the west the latter—having its sources at Ras el Ain and running in a slight curve at a right angle to the former—waters the level country as far east as the junction just alluded to.

Independent of the great natural resources of the province, the site of Diarbekr seems admirably adapted for a great and flourishing commercial emporium, resembling in many respects the ancient Arzen of Arzenene—two days from this—which under the Roman and Byzantine domination was the chief depôt for trade in these parts. With such advantages, in the earlier ages and under the auspices of Constantius, it quickly rose from a mean village to the importance of a military station, combining with it the wealth and influence incidental to a large and successful trading community. Though repeatedly taken and plundered, by Persians, Arabs, Seljooks, Tatars, Soofees, and Turks, it always seemed to have soon regained its riches and prosperity, as history hardly records one of its many sieges and captures without at the same time detailing the rich booty that fell a prey to the enemy. In more modern times its commercial activity does not seem to have sensibly diminished; and I cannot trace its real decline any further back than thirty years ago, immediately subsequent to Resheed Pashas successful campaigns against the Kurds in these regions. But from that time, as the merchants here inform me, a marked falling off took place, and each succeeding year has been more unprofitable than the

last. Considering the comparative security of lives and property that exists now, as contrasted with the anarchy and ruthless despotism of the Kurdish Begs and Pashas of a former period, it is difficult to understand, how its trade and importance should have so materially decreased, unless we compare such losses with those also experienced by the larger capitals of Baghdad and Aleppo, whose trade has always been intimately connected with that of Diarbekr. But the fact that the two latter towns are again recovering some portion of their former wealth and activity, augurs well for the commercial future also of Diarbekr, and in the increased amount of exports within the last two years, I think I can safely discern some faint glimpses of returning prosperity. In the centre of the high road, between the west and the east, the north and the south of Turkey, the meeting point for caravans from Samsoun, Erzeroum, Baghdad, and Aleppo, and situated on a point of the Tigris where, for the first time, water transit is available downwards to Mosul, Baghdad, Busveh, and the Persian Gulf, combined with immense natural resources, though now but feebly developed or neglected, it seems impossible, in the absence of more direct, quicker, and safer roads, that it should be otherwise. The recent large demand for cotton, for the growth of which this country has such great capabilities, should it continue, even for prices forty per cent. lower than at present, would, if combined with proper means of transit, alone produce that reflux of trade and flourishing condition of commerce I anticipate, and that seems inalienable from its position and resources.

Without at present including the domestic trade confined to the Pashalik itself, or the value of the transit, the whole value of its foreign trade and commercial connections with other Pashaliks, or, in other words, the home trade, amounts to a sum of 532,949*l.*, export and import; and if from this sum the value of the home export and import, or 201,831*l.*, is deducted, there will remain 331,118*l.* sterling, representing the actual value of the commerce with foreign lands. The following Table will show the items and values of foreign exports to all countries.

Names of Articles.	Weights in		Value in Sterling.	Remarks.
	Maunds.	Cwt.		
			£	£ s. d.
Madder roots . ..	1,000	152	271	0 5 5 per maund of 17 lbs.
Cotton	100,000	15,178	92,916	0 16 4½ to 1*l.* 0*s.* 10*d.* per 17 lbs. Average price, 1863, 18*s.* 7*d.*
Wool, 1st quality ..	90,000	13,660	64,090	21 7 3 per cantar of 506¼ lbs.
„ 2nd „ ..	30,000	4,553	10,909	10 9 1 „ „ „
Mohair, white ..	6,000	910	8,180	1 7 3 „ maund of 17 lbs.
„ red	1,500	227	1,970	1 6 3 „ „ „
„ black ..	1,500	227	1,900	1 5 5 „ „ „
Pole-cat furs, pairs ..	1,000	..	900	0 18 1 „ pair.
Buffalo skins.. ..	9,000	1,336	6,337	0 14 1 „ 17 lbs. From Baghdad.
„ „ Russian.	3,000	445	2,112	
Cow skins	..	..	492	0 5 5 each, 1,780 in number.
Galls, best blue ..	37,500	5,692	17,549	3 1 8 per cwt., England and France.
„ white, 1st sort.	14,245	2,162	5,991	2 15 5 „ „ „
Saltpetre	2,500	379	908	0 7 3¼ per 17 lbs.
Orpiment in leaves ..	1,000	151	491	0 9 1 „ „
„ red ..	250	37	67	0 5 5 „ „
„ dust ..	250	37	45	0 3 7½ „ „
Wax	362	72	27	25*l.* to 29*l.* per cantar of 506¼ lbs.
Gum Tragacanth ..	20,000	3,034	2,374	2*s.* 4½*d.* per 17 lbs.
Total Value ..	..	..	£ 217,529	

Here, as elsewhere, throughout this Report the pound sterling has been been calculated at 110 Turkish piastres, and its component parts in proportion.

The staple products of wool, mohair, and galls form the principal items in the above list. Cotton, although put down at the sum of 92,916*l*., cannot as yet, and before more steadiness attends its production and demand, be ranked with the above; and the more particularly, as formerly its export was unknown, and its price consequently never exceeded 7*s*. the maund, whereas now it has suddenly attained the unnatural quotation noted in the Table.

Wool.—The first class wool is the produce of the flocks owned by the large Bedouin tribes of the Shemr and Sedaan, and the pastoral Tai, who wander about the great plain of Mesopotamia between the towns of Mardin and Baghdad. It is only of late years that this branch of commerce has attained any real importance and fixed value. For although it has always to some extent existed, former prices and yields were nothing in comparison to those of the present day. The Arabs had no idea of the real value of their produce, nor was there so much eagerness on the part of the capitalist to speculate in this article, so largely and recklessly as they now seem to do. On comparing the yield for 1857 with that of 1863, it stands respectively, including the Koord wool to be noticed further on, at 2,000 and 4,000 cantârs, or 450 and 900 tons. The following tabular statement will show the gradual but steady rise in prices for the last five years, commencing with 1859, marking an increase of more than 120 per cent. in 1863 as compared with 1859.

Years.	Value in Turkish Lira, as alone accepted by the Arabs.	Per Fleece.		Remarks.
		Currency.	Sterling.	
		Pias.	*s.* *d.*	
1859	110	5	0 $10\frac{3}{4}$	This year Arabs gave on every 100 Fleeces, 10 in to the Buyer.
1860	110	5	0 $10\frac{3}{4}$	,, ,, ,, ,,
1861	115	6	1 1	,, ,, ,, 5 only ,,
1862	120	7	1 $3\frac{1}{4}$	,, gave nothing in ,, ,,
1863	100	10	1 $9\frac{3}{4}$	,, ,, ,, ,,

But prices for 1863 were certainly exceptional, and there is every reason to believe they will never rule again, but remain for the future between 6 and 7 piastres. According as the season's pasturage is good or bad, 185 to 200 fleeces make 1 cantar of $4\frac{1}{2}$ cwt.; but so much trickery is practised by the Arabs, such as moistening the fleeces and sprinkling sand on them, that it is rare now for anybody to buy by weight, and therefore the most obvious course, that of buying by the 100 fleeces or the fleece, is the one usually practised. It is customary to bargain that the lot shall contain at least three quarters white wool. Previous to shearing, which takes place at the end of April or beginning of May, the sheep are thoroughly washed, and the clip and delivery generally take place at that spot. As all the produce is exported to Aleppo (for France and Austria), it becomes a material object for the body of purchasers to induce the Sheikhs, by presents, to march the tribes and their flocks to pastures as near as possible to the latter town before the clip and delivery takes place; for prices are always the same, though in some instances the distance to be traversed is double that of others. The usual practice is to advance money, or European cotton goods at fixed prices, for wool some two and three months before delivery, irrespective of what the selling price may eventually be. This is settled at a meeting of the Arabs and buyers at a future period. Such a proceeding is, under present circumstances,

extremely unsatisfactory; for whatever may be the popular belief of the word and integrity of the Bedouin, they are about the most rascally people to deal with in the world. Avaricious and greedy to an extent that is hardly credible to those who have never thoroughly known them, they fight for the last half farthing, nor do they scruple to sell the goods (you have already made money advances for) directly another person, though a stranger, shall offer the same price, but backed by a considerable douceur. In this manner considerable sums remain till the next season in the hands of these lawless people, whom no authority or Government can reach; and it really depends upon their good will, if they will even then liquidate their debts or not. Should it happen indeed, which is often the case, that an enemy in the mean time shall have carried off his flocks, repayment becomes impossible for him. The merchant could formerly deliver the best Arab wool at Scanderoon for 1,900 piastres (17*l.* 5*s.* 5*d.*) per cantar of 4½ cwt.; the same quantity last year came to 4,000 piastres (36*l.* 7*s.* 3*d.*) at the same place. Even at the high prices quoted further back there would be a very fair margin for profit, but that the exorbitant price for its transport to the coast, and other expenses and losses incidental to limited means of conveyance, bad roads and the want of proper stations throughout the journey, swallow up nearly the whole balance. The Arab wool is called Anaz, to distinguish it from the produce of the sheep bred by the Koords in their mountains. The wool procured from the Koords is much coarser than the Anaz, and its price is always 1,000 piastres (9*l.* 1*s.* 9*d.*) less. The annual produce is 4,500 cwts. Were the Arabs under proper control, there is every reason to suppose that this trade is capable of great extension. The vast plains they inhabit are sufficient to support ten times the number of animals, and it affords luxuriant pasturage somewhere or other throughout the whole year. The western portion is extremely well watered, with a temperate and agreeable climate, which, under other circumstances and drawbacks than those at present existing, would offer great inducements for the introduction of a better and purer breed of sheep, by judicious crossings with well-known English varieties.

Mohair.—The mohair goats are exclusively confined to the eastern portions of this Pashalik, about Jezireh. Their hair has also within the last two years greatly advanced in price; that is, from 3*s.* 5*d.* to 10*s.* the maund of 17 lbs. The larger portion is exported to Austria and France, and about 1,000 cwt. is consumed in the Pashalik in the manufacture of native cloaks, worn indiscriminately by all classes, called Abbas, and for the Shallees of Deh and Deyr Gul. The texture of this mohair is not so silky as that of Angora, and its staple is shorter. The introduction of some animals of the best merino breeds would without doubt be attended with great success in their crossing, nor, as is the case in the Arab country, would the same difficulty and danger attend the continued residence of any European, disposed to indulge in this speculation, while the climate would be still more agreeable and healthy, with pasturage and water in greater profusion even than in the Mesopotamian plain. The whole annual yield of mohair in this province is about 2,360 cwt., of which, as before stated, 1,300 go abroad. The proportion of colour is one half white, one quarter red, and one quarter black; the two latter are retained in the country, and the former is more generally exported alone. The average price of a good female goat, yielding this hair, is 10*s.* and 12*s.* each.

Galls.—For England, galls form an important item in the export Table. They are found more or less everywhere throughout the mountains, although in some places the dwarf oak producing them flourishes better than in others. The best kinds grow in the Bohtan district, five days north-east of this town; the picking being free to every inhabitant of

the particular district he resides in. Government, beyond exacting 10 per cent. in kind from the buyer, does not in any way interfere, although a more direct supervision might probably, by guarding against wanton destruction of trees, and endeavouring to propagate them, be desirable, and tend to augment the annual yield. Occasionally, some seasons produce a better quality and a larger quantity than others; but, generally speaking, they do not much vary; although for 1863 I am obliged to note a serious falling off, the whole produce amounting only to 8,000 maunds (tons 60), against 90,000 maunds (tons 675) in 1862. The items under this head in the Table are the produce of 1862, and were included therein as having been exported in 1863. Galls are of two kinds, Seyfee and Shitwee; and these again are divided into best blues, white galls of two qualities, and red galls. The best blues and first quality white galls are never found amongst the Shitwee, but belong exclusively to the Seyfee, or first pick before rain; while the former, that is the inferior galls, have been gathered after rain. The red galls, exclusively exported to Baghdad for Persia, are those that remain overlooked in the trees till late in autumn. Half the quantity noted in the Table, or about 200 tons, go to England direct, the rest are sent to Marseilles; the money value of the English portion here would be 11,700*l.* sterling. Galls are either obtained by money advances during the winter, or by direct purchases at the different villages of the districts where they are found, and stored for sale. The former method is, however, more generally pursued; as the Koords, in their need, are generally contented to take cloths and grain, although at high prices, in lieu of cash. Nor is there much loss attending such transactions, as they are pretty faithful to their bargains, and far more honest than the Arabs in similar cases. When such advances are made, interest is calculated on the money or gross value of the goods of one and a-half per cent. a month till the debt is liquidated by delivery of the stipulated amount of produce. Other products of the gall oak are extensively used by the natives in their tanneries, although not exported to Europe, called "Hantoof," "Purneek," and "Shugullore;" the two first are a species of Valonia, and the third a fibre that attaches itself to the tree. Large quantities of each kind are produced annually.

Cotton.—Previous to the civil war in America, so little was cotton cultivated, that large quantities were annually imported from Kharput; for although it succeeded admirably wherever it was sown, the villagers found it more profitable, notwithstanding they consumed cotton from other Pashaliks to plant other things. The kind grown is of an inferior quality and short staple, but as there is no good seed in the country, and no care has ever been taken in its culture, it could hardly be otherwise. But that very fair descriptions of cotton can be grown is not to be doubted, as a few pounds of seed casually distributed by Namick Pasha did actually produce a very superior article in spite of the idle careless manner with which it was sown and tended. With some difficulty an amount of 750 tons clean cotton was collected last year, but at double the cost, as stated further back, than in 1857 or even in 1860, and was sent to Aleppo for France. I observe in Mr. Holmes's Report for 1857 that the whole yield for the Pashalik at that time was only half the above quantity; small though it is, the present increase over that year is satisfactory to all those interested in its culture; it is, however, but a drop in the ocean, compared with the amount every district in this province is capable of yielding. I have visited most of them, and in every one, near every village, found small neglected spots in out-of-the-way corners of the villagers' plots, bearing very fair samples; but the loose manner employed in its cultivation, and its appearance, choked with weeds and stones, so that the real plant was scarce distinguishable from the former, showed that its culture

was an afterthought, and intended simply to fill up a spot that otherwise would have remained vacant. In some cases the culture was pursued with a certain method; and flats on each bank of rivers or streams devoted to this purpose well repaid, although also sadly neglected, the agriculturist. It grows in particular places without any artificial irrigation, but generally speaking its success is dependent upon the latter. Without taking into account the numerous well-watered valleys in the Koordish mountains, or districts bordering the Arab plains, intersected by numerous streams from the hills, in every one of which cotton is produced, and where its culture might be tenfold increased; but adverting simply to the rich plains between this and the Western Tigris (the Bohtan Su), subject to the water system alluded to in the early part of this Report, and that in the Diarbekr portion of Mesopotamia about Ras el Ain, Nisibeen, and towards the Euphrates, there are, at the lowest calculation, respectively portions of 100 and 200 square miles, now a desert, available for cotton cultivation, possessing an ample supply of water to aid its development and ensure its success. A simple dyke thrown across the river in the latter country, and which can be completed in a couple of days, is sufficient to raise the water to a level capable of irrigating both banks for some way inland; and the only difficulty, always supposing perfect immunity from Arab depredation, that seems to present itself, would be the want of the necessary number of hands to collect the crops before the rainy season commenced. But it must naturally strike every one acquainted with the interior of Turkey that the real great obstacles to this culture are the want of roads, an efficient and strong government, and the total absence of capital and enterprise to undertake large and novel operations. For the first, as the country from Ras el Ain and Nisibeen to Aleppo is nearly a dead level, it would be only requisite to construct a road from the latter town to the coast to ensure an easy and uninterrupted communication; and supposing the necessary security-capital and enterprise, the produce of these parts, owing to cheaper means of living, and advantages attending climate, soil, and unlimited water supply, would always be able to compete successfully with Aleppo, Tarsus, and Smyrna. The general yield under the present lazy system is a maund (17 lbs.) of balls to the same quantity of seed; but with care it is twice and three times as much. The plants under existing circumstances, all huddled together, always look poor and sickly; they never exceed two feet, and are generally only one foot in height; it takes three maunds (50$\frac{5}{8}$ lbs.) of balls to give one of clean cotton, the days work of one man, for which he receives either the seed remaining, or four per cent. in kind, a money value now of 10$\frac{3}{4}$*d.*

Gum Tragacanth.—The bush producing this gum grows wild in the districts of Tchabakchoor and Peychar; it is found in large quantities, but the quality is inferior.

Orpiment.—This is the produce of mines, once the property of the independent Koordish Chiefs, but now usurped and worked by Government in the Hakkari Kaimacamlik, a dependency of the Van Pashalik. The specimens I have seen are very superior, and the yield seems unlimited. The country about is now in a comparatively settled state, and the roads to the plains tolerable; why therefore more advantage is not taken of such a source of wealth, both to the Government and the merchant, seems incomprehensible. The small quantities only indicated in the Table find their way to Europe, although a considerably larger exportation takes place to Mosul and Baghdad. The former value of these exports exceeded 5,000*l.*

Wax.—The greater part of the honey raised in the northern districts is of a virgin white, and the combs containing it partake of the same character; but so little care is bestowed in separating one from the other,

that as wax it loses considerably in quality. With attention, a most lucrative trade might be driven in this article, and it is capable of large extension. Every village house has some five or six hives yielding each four to five pounds a-year. At present, beyond the small quantity exported, what is not wasted or useless, is expended in making the coarse candles used in churches, mosques, and at the festivals of all classes.

The whole value of the imports from all foreign countries amounts to 113,087*l.* sterling, of which British goods and manufactures are estimated at 99,784*l.*, the balance being made up by France, Russia, and Persia. The following Table will show the different items and their respective values.

Names of Articles.	Weight in English lbs.	Value in Sterling.	Remarks.
		£	
Coffee, viâ Aleppo ..	17,000	727	Of the West Indies from England.
„ Baghdad ..	51,000	2,325	Of the East Indies from Baghdad.
Sugar, loaf	68,000	2,000	
„ crushed ..	34,000	900	
„ candy	51,000	1,625	
Pepper	17,000	408	
Sal ammoniac	4,500	435	
Tea	1,500	306	Very inferior qualities in packets.
Zinc	5,000	66	
Tin, sheets in boxes ..	..	727	400 boxes in number.
Window glass	..	1,090	6,000 in number, common 15″ + 12½″.
Lead	51,000	812	
Iron, English	5,000	68	In rods.
„ Russian	50,000	812	In broad bars or bands.
Steel	34,000	727	
Spelter	8,100	871	Sold with sal ammoniac, viz., two-thirds spelter and one-third sal-ammoniac.
Indigo	10,200	5,042	Coarse qualities, viâ Baghdad.
Tumbekki Jofahan ..	17,000	681	
„ Shiraz ..	17,000	454	Very inferior qualities.
Silk, Persian	4,219	3,130	Of Mazanderan, Resht, and Ghilan.
Attar	160,000	1,530	
Cochineal	10,000	2,110	From France.
Buffalo skins, Russian ..	100,000	4,116	Viâ Erzeroom from Erivan.
Spices	..	2,000	
Drugs	..	1,500	
Hardware	..	300	
Earthenware	..	1,325	
British manufactures	3,000 bales	75,000	Viâ Aleppo.
Sundries	..	2,500	From France and Switzerland.
Total Value ..	..	£ 113,587	

British Manufactures.—The only important item in the above list affecting Great Britain is that of manufactures. The following Table gives their description and prices for 1863 in the Diarbekr market.

Name of Articles.	Number or Weight in English lbs.	Price in Piastres.	Price in Sterling.	Remarks.
		£ s. d.	
Cotton twist ..	24	168	1 10 6½	Per bundle.
Ditto	22	166	1 10 2	Ditto.
Ditto	20	163	1 9 7½	Ditto.

Name of Articles.	Number in Weight or English lbs.	Price in Piastres.	Price in Sterling. £	s.	d.	Remarks.
Cotton Twist ..	18	160	1	9	1	Per bundle.
Ditto	16	155	1	7	3¼	Ditto.
Grey domestics ..	2 lbs.	38	0	6	10¾	Per piece.
Ditto	3 lbs.	55	0	10	0	Ditto.
White calicoes ..	4 lbs.	66	0	12	0	Ditto.
Ditto	5 lbs.	76	0	13	9¾	Ditto.
Ditto	6 lbs.	85	0	15	5¼	Ditto.
Ditto	7 lbs.	93	0	16	10¾	Ditto.
Ditto	8 lbs.	105	0	19	1	Broad and heavy.
Madapolams ..	..	105	0	19	1	Elephant mark, per piece.
Ditto fine .	..	150	1	7	3¼	No mark, ditto.
Tanjibs ..	..	25	0	4	6½	Printed at Aleppo, per 10 pieces.
Ditto	..	30	0	5	5¼	Ditto ditto per 12 pieces.
Ditto	..	35	0	6	4¾	Ditto ditto per 10 pieces.
Ditto	..	42½	0	7	8½	Ditto ditto per 9 pieces.
Ditto plain ..	24 yds.	27	0	4	10¾	Per piece, used for turbans.
Ditto ditto. ..	20 yds.	42	0	7	7¼	Ditto ditto called Mejeedee.
Lining linen ..	44 yds.	62	0	11	3¼	Ditto broad.
Ditto ditto ..	48 yds.	90	0	16	4¼	Ditto ditto.
Dyed shirtings ..	24 yds.	80	0	14	6½	Ditto dyed blue.
Chintzes ..	..	2¾	0	0	6	Per D'Byard. Flowered on blue ground.
Muslins	..	46	0	8	4¼	Per 12 pieces, common red spots.
Ditto	..	73	0	13	3¼	Ditto larger, ditto.
Figured Tanjibs..	..	25	0	4	6½	Per 10 pieces.
Lappets ..	..	8	0	1	5¼	Per piece, worked on one side only.
Ditto	..	9½	0	1	8¾	Ditto worked on two sides.
Handkerchiefs ..	..	30	0	5	5¼	Per dozen, red spots.
Ditto	..	18	0	3	3¼	Ditto white spots.
French and Swiss Goods.						
Yazmé's, Swiss ..	..	3	0	0	6½	Per yard, used by women for head dresses.
Ditto French .	..	4½	0	0	9¾	Ditto ditto.
Ditto Common	..	2¾	0	0	6	Each.
Ditto ditto ..	..	3¾	0	0	8	Ditto, plain red.
Fezzes, French ..	..	40	0	7	3¼	Per dozen.

The course of events in America has raised the value of all goods, and the prices quoted are double those of years before the war. It is very difficult indeed to arrive at a perfectly correct estimate of the amount imported of the separate species noted in the list. On comparing the intricate returns of the Custom-house with the information I have collected during my residence here from the merchants, I am safe in putting down British goods at three thousand bales, valued—at a low average—one with the other, at 25*l.* to 30*l.* per bale. The assortment is generally one half cotton cloths, one quarter cotton twist, and the same proportion of common chintzes. Formerly, that is about five years ago, six thousand bales of these goods were annually consumed in the province, but as they have risen so much in price, it has become, among the natives, a greater object than ever to be as sparing and thrifty as they can; and the distress that has prevailed among them for the last three years has also occasioned a falling off in the demand. The cloths imported are all of the commonest kinds, and therefore, without an excessive falling off in the population, there cannot well be much further decrease in this trade. I am inclined to think, however, there will be no further diminution, and if we may judge from the satisfactory state of the exports, and the probability of my anticipations with respect to the cultivation of cotton being realised, there is every reason to contemplate a great improvement in this branch of imports. And, undoubtedly, as mentioned in a former report, if the

demand for cotton does continue, it will be more profitable for the people to give up the manufacture of their own coarse cloths, and sell their produce, which will not only supply their wants, but leave a money balance as well. The cotton twist imported is used up in the manufacture of the mixed silk and cotton goods for which Diarbekr is famous, and its import has shared the decline in this branch of native industry. There are no direct importers here from England, such merchants as deal in her goods supplying themselves at second hand from Aleppo or the capital, where their agents either buy for cash or credit, or barter against the produce of Kurdistan, as galls, wool, mohair, &c., sent them for that purpose.

The French, Swiss, and other foreign imports are neither valuable or important. The former amount only to 4,610*l.*, consisting of cochineal, a few pieces of cheap cloth, fezzes and yazmés, a coarse printed muslin used by the native ladies as head-dresses. From Switzerland, we have watches, small articles of jewellery, and also yazmés. From Russia, buffalo-skins and iron; the latter being preferred to English on account of its greater softness, and the facility the natives have for working it. The price is higher than English iron; and it is imported, as well as the skins, by the way of Gumri and Erzeroom. Persia supplies Diarbekr with Nargile tobacco and a portion of the silk used in native looms. It is not reckoned so good as the produce of this place, or as that brought from Brusa and Amasia, and sells therefore for 15 per cent. less.

Home Trade, Exports and Imports.—The home exports and imports to and from the different provinces in Turkey, amount to a collective sum of 201,831*l.* that is 128,174*l.* export and 73,657*l.* import.

EXPORTS.

Names of Articles.	Weights in		Value in Sterling £.	Remarks.
	Maunds.	Cwt.		
Madder roots . .	2,000	304	542	Sent to Bitlis.
Oil, Olive	1,500	237	487	„ Sirvas and Kharput.
„ Sesame	3,000	454	950	„ „ „
Manufactures . .	. .	. .	3,000	Of Aleppo sent to Baghdad.
„ of Diarbekr	. .	. .	71,511	Sent to Northern Turkey, and Baghdad.
Fox and wolf skins . .	. .	. .	638	6,000 pieces fox. 200 wolf sent to Aleppo.
Leather dyed red . .	. .	. .	5,813	Diarbekr work sent to Aleppo.
„ „ yellow . .	. .	. .	1,093	„ „ to Erzerum and Trebisonde.
„ „ red . .	. .	. .	786	Mardin „ sent to Aleppo.
„ „ yellow . .	. .	. .	200	„ „ „ Erzeroom and Trebisonde.
„ „ red . .	. .	. .	786	Saert work sent to Aleppo.
„ „ yellow . .	. .	. .	200	„ „ „ Erzeroom and Trebisonde.
Galls white, 1st sort .	6,588	1,000	2,770	Sent to Baghdad.
„ „ 2nd „	23,437	3,558	8,583	„ „
Hantoof . . .	4,000	607	966	„ Aleppo and Orfa.
Orpiment in leaves . .	1,000	151	491	„ „
„ red . .	250	37	67	„ „
„ dust . .	250	37	45	„ „
Tallow	1,000	151	283	„ „
Clarified butter . .	9,000	1,336	4,500	„ „
Dried fruits	. .	. .	1,500	„ Baghdad.
Poles and rafters . .	. .	. .	2,000	„ „ and Mosul.
Sheep	. .	. .	11,000	40,000 in number, for Aleppo and Damascus.
Camels	. .	. .	9,100	2,000 in number for Kaiserich.
Saltpetre	. .	. .	908	Sent to Aleppo and Orfa.
Total value in . .	. .	. .	128,174	

Madder Roots.—So little care is bestowed on the culture of the madder, which might otherwise be of a very superior kind, that the quality is inferior. Although it grows wild in many districts, its cultivation is carried on to some extent; particularly near Saert. There are three qualities, the wild, the cultivated without irrigation, and the cultivated with irrigation; the latter being of course the best. 1,500 cwt. are annually produced, and 1,000 cwt. consumed in the Pashalik for dyeing the coarse cloths used by the Koordish women. The remainder is exported to Bitlis, Van, and Erzeroom.

Oils.—455 cwt. of olive oil, and 6,830 cwt. of Sesame oil, are produced annually. The former comes exclusively from the large olive groves at Deyrik, at the foot of Mount Masins, on the edge of the desert; for although the olive flourishes in other districts, the produce is consumed on the spot. These plantations are very extensive, and under a better system would yield double the quantity they now do. As is generally the case with these trees, they only bear profitably every alternate year. I need hardly say, that there are no proper machines for expressing these oils, which are turbid, and the olive oil always discoloured; the Sesame oil turns out much clearer, and the specimens usually in the market are superior to any I have seen in the East. At present, as shown in the table, there is an exportation, but the supply hardly keeps up with the demand, and in scarce years they are even largely imported for the use of the Christians during their numerous and rigorous fasts. Other oils manufactured from the fruit of the button or pistachio terebinthus used in making soap and fixing dyes. Almond, walnut and castor-oil plant are also produced in profusion, but mostly consumed in the province.

Diarbekr Manufactures—This important branch of native industry absorbs a sum of 86,000*l.*, of which 15,000*l.* worth is retained in the Pashalik, and the rest exported to Mosul and Baghdad, and the northern Turkish provinces. It competes successfully with similar descriptions of Aleppo goods, although of late years the master weavers have most unadvisedly damaged their markets to some extent, by curtailing the breadth and weight of each piece. The goods manufactured here are all of the commoner kinds, and adapted for general wear, the richer sorts being imported in limited quantities from Aleppo. The following Table of Diarbekr Manufactures gives the names, prices, and amount exported of these goods in 1863:—

Names of Articles.	Value in Sterling, per piece, or yard. £ s. d.	£ s. d.	Amount of Pieces or yards exported.	Value in £ Sterling.	Remarks.
Coutni red thread	6 4½ to	8 2	6,000	2,125	Called Yass Cotton and silk satinet, 7 Diarbekr yards long and ¾ broad.
„ White thread	10 10	14 6½	10,000	6,125	As above.
„ Darakhlee	1 1 9½	1 3 7½	2,500	2,800	Ditto.
„ Suraa	8 2	9 1	2,500	1,062	6 kinds, dimensions as above.
Chuttara	9 1	1 1 9½	10,000	7,500	Cotton and silk, face all silk, 9 Diarbekr yards long and 10 Diarbekr inches broad.
El Medeen	13 7½	18 2	5,000	4,000	Mixed cotton and silk, dimensions as above.
Chicheklee	10 10½	12 8½	800	460	All Silk.
Ghuzelleea	3 7½	10 10½	4,000	1,112	Nearly all cotton, dimensions same as Chuttara and Medeen pieces.
Shaitan Bez	3 7½	5 5	7,000 Yards.	1,573	All cotton; patterns and sizes same as Coutni.
Silk (Jaufez), per yard ...	1 1	1 5½	15,000	935	In lengths of 10 Diarbekr okkeds or inches broad.
Mendeel, each	1 1	2 2	5,000	417	All black silk, ¾ to 1¼ Diarbekr yards square.
Cherchefs, rich	9 1 9 each.		500	4,543	Females' wrappers, all silk, embroidered at top with gold thread; 2½ yards square; coloured.

Names of Articles,	Value in Sterling, per piece or yard. £ s. d. £ s. d.	Amount of Pieces or yards exported.	Value in £ Sterling.	Remarks.
Cherchefs, 2nd sort	1 7 3 each,	1,000	1,362	Black, 2nd sort, has embroidery.
„ common	12 8 18 2 each.	2,000 Pieces.	1,558	Without gold thread, and coarser; only ⅔ of it silk.
Cotton Cloth, coarse, in pieces.	3½ 5¼ per yard.	100,000	27,812	12 Diarbekr yards long; 10 to 11 Diarbekr inches broad; made by Christians in the districts.
Abbas, each	10 10 each.	15,000	8,125	Native cloaks made at Mardin and Mediat, of Mohair on cotton.
Total value.			£71,511	

Two hundred masters are engaged in this manufacture—omitting that of Abbas, a distinct trade carried on in Jebbel Sur and Mardin—working among them 1,200 looms, and employing about 1,500 men and boys; although, generally speaking, one man alone is sufficient for each loom. The yearly tax paid by each one to Government is 4*s*. 3*d*., and when the goods are sold in the town for internal use, a stamp duty of 2½ per cent. on the value of every one manufactured. If, on the contrary, they are declared for export out of the Pashalik, then the usual duty of 8 per cent. is alone exacted. Two thousand maunds of silk (or in round numbers 34,000 English pounds) and 450 bales of cotton twist, are yearly consumed in this occupation. The payments made to workmen are by the piece, and vary of course with the different descriptions of goods they work, according to the following scale:—

Names of Stuffs.		Currency.	Sterling.
		Piastres.	£ s. d.
El Medeen .	Per piece.	8	1 6
Tass Coutni.	Also Darakhlee and Sourra per piece.	7	1 4¼
Chuttara .	Rich, per piece	10	1 9¾
„ .	Not so rich, per piece . . .	7	1 4¼
Shaitan Bezz	Per 9 Diarbekr yards . . .	4	9
Janfez. .	Common silk, in lengths, per yard .	2¼	5
Cherchefs .	Heavily embroidered, fine, each .	150	1 7 3
„ .	Light and common, average, ditto .	52	8 8

The home consumption amounts to 20,000 pieces, valued at 15,000*l*. As the raw material, namely, silk twist and native cotton, costs 41,000*l*., and workmen 5,200*l*., the balance, deducting Abbas, would be 32,000*l*., for profits, looms, rent, taxes, and minor expenses. The coarse cotton cloths are worked indiscriminately all over the Pashalik, principally by Christians, who produce them in pieces of three different qualities of 12 Diarbekr yards (9⅙ English yards), each weighing respectively 150 drachms (or 16⅔ English ounces), 200 drachms (22¼ ounces), and 300 drachms (33⅓ ounces).

Morocco Leather.—This leather is universally used by all classes, and is prepared at Diarbekr, Mardin, and Saert, but the produce of the two latter towns is far below the former in quality and quantity, the reason being that they use inferior dye and tan, substituting the leaf of the sumagh tree and pomegranate rinds for the cochineal and galls that give the fine colour and subsistence to the Diarbekr skins. Both goat and sheep skins enter into this manufacture; the former, however, alone are dyed red, and, under the name of sakhtian, used for the upper leathers of native shoes and binding books, while the latter, dyed yellow, are worked into "mesheens," the thin leather stocking worn inside the shoe, over socks. The Diarbekr sakhtian are all sent to Aleppo, and the yellow, together with the red and yellow of Mardin and Saert, to Kharput, Erzeroom, and Trebizonde. The usual mode of packing and selling them is by the

"tora" or bundle, containing five pieces. A few sheepskins dyed white are sent to Europe, but as the samples forwarded were only for trial, they are not noted in the Exports. Raw goatskins to be worked into these leathers are bought for $8\frac{1}{2}d.$ to 2*s.* 2*d.*, according to weight and quality, and sheepskins for $5\frac{1}{4}d.$, if stripped of their wool, and for 1*s.* 5*d.* with the wool on.

Clarified Butter.—This is the produce of the numerous flocks of sheep and goats that wander over the Kurdish mountains and Mesopotamian plain. Under the Arab name "Dihn," and Turkish "Roghan," it is extensively used as a common article of food with rice. It is calculated that five sheep or goats will give one maund ($16\frac{7}{8}$lbs.) of butter in the year; and as—not including the Arabs—there are a million of these animals in the Pachalik, their produce would be 200,000 maunds, which, deducting the amount sent to Aleppo, is all consumed in this province, giving something less than a maund to each house.

Dried Fruits—The very great superiority of the grapes, Sultanè grapes, peaches, and plums of all the northern and mountainous districts makes it a matter for regret that the natives know so little how to preserve and dry them in a manner fit for a European market. Were it otherwise, a very large and lucrative trade might be secured to the inhabitants of such districts as have scarcely anything else but their fruit to look to, the greater quantity of which is now wasted to a lamentable degree. The plums of Mardin are fully equal if not finer than those of Bordeaux and the south of France, and, in fact, are, even in their present condition, in esteem at Constantinople, Aleppo, and the large towns. Another smaller kind, that grows profusely there also, is of the same description as the famous Bokhara plum exported in such large quantities from Persia to India. I never in any part of the world saw or tasted larger or better flavoured peaches nor larger or more luscious grapes than those that grow so plentifully in the Saert Sanjak; and the small Sultanè or Kishmish struck me as being well capable of competing with the most esteemed Smyrna varieties. Other fruits, such as nuts, walnuts, almonds, Pistachio nuts and button nuts are in profusion everywhere, and thrive admirably. They are consumed largely in winter by all classes, and during fasts by the Christians. A kind of thin paste called Pesteek, and the same in rolls filled with pieces of walnuts, called Kesmeh, are largely manufactured, as also a syrup or treacle called Pekmez, from the grape. All these preparations are exported in considerable quantities to Erzeroom and Baghdad; but I have only noted the small amount forwarded to the latter town, from the difficulty of getting any reliable data to determine that sent to the former, my informants fluctuating in their estimates of this export between 5,000*l.* and 12,000*l.*

Poles and Rafters.—The item under this head is the Export of the Diarbekr Sanjak, but three times its amount and value is exported from the northern districts of the Saert Sanjak to Mosul and Baghdad by the Bohtan Su and its head waters which irrigate large plantations of the poplar used for building purposes. They are divided for sale into three kinds called "Qudr," "Mirdirgak," and "Shugel," which vary in thickness and length; the first being 1 foot in diameter, and about 14 feet long, the second 6 inches and less in diameter, and 10 feet long, and the third thin pieces used for filling in the roofs of houses and rooms. At the place of their growth the two first are sold respectively for 30 piastres (5*s.* 5*d.*), and 4 piastres (9*d.*) each, and the latter for 1 piastre (2*d.*), for 15 pieces. The first pays a duty at Mosul of 5 piastres ($10\frac{3}{4}d.$) on each stick, and the other two 10 per cent. in kind. The people engaged in this traffic are mostly from Mosul, and though in a small way, like the lumbering trade in Canada, experience and skill is required to evade

accident and to float these timbers through the intricate rapid and confinde streams of the tributaries that lead into the Bohtan Su and Tigris. Once arrived at the latter river, all the pieces are collected and joined into a raft, which then pursues its downward course, without any more difficulty or detention.

Sheep and Camels.—Sheep are procured from the Arabs in the plain, and the Koords in the northern districts. They are all bought up for the Aleppo and Damascus markets, from which towns, agents, provided with specie, are sent for that purpose during winter and spring. About forty thousand animals are in this manner exported every year from this Pashalik alone, while those of Van and Erzeroom supply more than five times that amount for the same places. Prime sheep are easily procurable for 5*s.* 6*d.* each, and they fetch at their markets 13*s.* to 14*s.* The expenses for shepherds, douceurs to Turkish and Koordish Aghas, and presents to influential people along the road, besides losses from casualties caused by death, amount to 4*s.* 6*d.* a head.

Camels are purchased from the Bedouins about Nisibeen and the Khaboor, for sale at Kaiserieh. The average number annually exported amounts to 2,000, the cost price being 25 ghazis (4*l.* 10*s.* 10*d.*), and their selling price at the market 35 to 45 ghazis (that is 6*l.* 7*s.* 3*d.* to 8*l.* 3*s.* 7*d.*, each, according to the condition in which they arrive. Two Arab cameleers are necessary for every 100 camels, and their pay, together with other expenses, amounts to 2 ghazis (7*s.* 3*d.*) from Mesopotamia to Kaiserieh. The list of these expenses is as follows :—

			s.	*d.*	
½	a Ghazi ..	=	1	9¾	per head for Shepherds.
½	„ ..	=	1	9¾	Baj, a kind of Toll exacted from each.
½	„ ..	=	1	9¾	Camel at Siwars. Fee paid to Arab Sheikh on purchase.
½	„ ..	=	1	9¾	Small Expenses.
2			7	3	

The persons engaging in this trade, generally speaking, start about the end of May and accompany their animals, the trip going and coming, without delay at the market, taking up three months. The usual course is to sell them at Kaiserieh for, part one year's credit, and part cash, in proportions respectively of three quarters and one quarter. In this manner they are very readily disposed of to the Turcomans in those regions, through the agency of Armenian Seraffs who give obligations in their own name for the amount ; and such is the solidity of this commerce that no failures or evasions of bargains have ever been known. This trade was formerly exclusively carried on by Moslems of Mardin ; it was therefore with the utmost jealousy that they saw Christians by degrees engaging in it. Their apprehensions were not without reason, for these active people have now comparatively driven the former out of the field, and have monopolised three-fourths of it. The competition has lessened the profits considerably, by lowering prices at Kaiserieh, and raising them among the Arabs ; there is still, however, a fair margin left for moderate and sure profits.

Imports.—The description and values of home imports are shown in the following table :—

Names of Articles.	Weight in English lbs.	Value in Sterling.	Remarks.
		£	
Soap, Aleppo	10,200	300	
„ Orfa	3,400	90	
Lead	3,400	54	From Eggib, in small pieces.
Silk	16,000	10,338	From Amasia and Brusa.
Buffalo Skins	152,000	6,300	From Baghdad.
Cow „	100,000	1,067	„ „
Orpiment, in leaves ..	5,000	818	From Hakkari.
„ „ red ..	1,000	90	„ „
„ „ dust ..	1,000	59	„ „
Manufactures	—	4,000	Of Aleppo, similar to those of Diarbeki.
Hameh	34,000	541	From Persian coast viâ Baghdad.
Specie	—	50,000	From Aleppo and Damascus.
Total Value ..	..	73,657	

Soap.—That manufactured at Aleppo is from olive oil, while the Orfa soap is made from the oil extracted from the nut of the Pistachio Terebinthus, a much smaller fruit than, though similar in taste to, the regular Pistachio. The former tree grows wild and luxuriantly in the Jebbel Abd el Azeez, two days south-east of Orfa, where no doubt it was originally planted when the mountain teemed with an industrious population ; it has, however, for four centuries been abandoned, and the produce of course is less every year.

Lead.—This article comes from the neighbourhood of Eggil, at a place 50 miles from this. Although Government has long since abandoned the mines where these fragments are found, the natives about still derive a profitable occupation by picking about in the deserted excavations and extracting the ore, which is very rich. The specimens in the market are impure and small, the natural result of the most primitive means used in smelting the ore; but there is every reason to believe that with proper capital and management, these mines might yield handsome returns.

Specie.—Ready money is always imported, as before noted, by the Damascus and Aleppo sheep traders, amounting to 11,000*l.* The balance, or 45,000*l.* comes from Aleppo alone, and is invested in galls and wool, for merchants in that town.

Domestic Trade.—The whole value of the trade confined to the Pashalik itself is approximately about 300,000*l.* sterling, based principally upon the money value of the vegetable yield of the province. For, as it must always happen in these countries where the prices of grain, no matter the amount of the yield, are yearly subject, owing to the destitution and encumbered position of the raisers, to fluctuations varying from 50 to 100 per cent. at stated periods; the principal domestic trade will be in those articles of universal consumption offering such fixed and solid profits to the capitalist; here then, too, as elsewhere, the chief branch of that trade is in cereals, or money advanced on crops, absorbing a sum of 250,000*l.* Money so advanced is either the property of capitalists or men of small means, who run the risk so as to ensure their supply of grain for the year at moderate prices. In forming the estimate of this trade I have taken into consideration the totals of the animal and vegetable produce of the Pashalik, shown in the table further on under the head of Agriculture, and deducted from each item the money value of the amount actually exported (179,800*l.*), and that consumed by the peasant and producer amounting to 338,400*l.* A sum of 50,000*l.* is employed in loans at interest and in the petty transactions and trades incidental to an Eastern

province. Excepting the manufactures, silks, cottons, and leathers, and shallee, to be mentioned further on, already noticed, none of them are important or interesting enough to call for any special notice. The transit trade of the town consisting of British goods, fancy foreign goods from Constantinople, Reeza cotton goods from Erzeroom, and British manufactures, colonials, and French and Swiss goods from Aleppo, for Baghdad, amounts to 200,000*l.*, but, beyond some trifling commission it does not benefit the commerce of this place, although giving good employment to the people engaged in the raft business, and to local muleteers. The following table shows the rate per cantar of 506 lbs., paid for mule and camel hire, and freight by raft between Diarbekr and the different towns with which it trades :—

Charges for Goods (carrying) by Animals and Rafts.	Prices this year.	Prices in ordinary years.	Distances in Miles.
By raft from Diarbekr to Baghdad, per cantar of 180 okes ..	£ s. d. 0 17 3	£ s. d. Same.	—
„ „ „ Mosul „ ..	0 10 11	„	—
Passage money by raft from Diarbekr to Mosul each person, no baggage	0 5 6	„	—
By mules from Diabekr to Aleppo, per cantar of 180 okes ..	3 12 8	1 12 9	260
„ „ Aleppo to Scanderoon „ ..	1 12 9	0 10 11	87
„ „ Diabekr to Erzeroom „ ..	4 1 9	2 5 5	200
„ „ „ Mosul, per cantar of 220 okes ..	4 10 0	2 3 7	215
„ „ „ Samsoun, per cantar of 180 okes ..	4 1 9	2 5 5	345
By camel „ „ Mosul	1 1 9	1 1 9	—
„ „ „ Aleppo	1 16 0	0 18 0	—
„ „ Aleppo to Scanderoon ..	0 18 2	0 14 6	—

In spring a raft takes five days between this and Mosul, and from fifteen to twenty-five in autumn. Each one carries 15 cantars of goods and is composed of 150 skins at 5 piastres (10¾*d.*) each ; small wood for the flooring and six light poles for the frame work cost 80 piastres (14*s.* 6*d.*), and the wages of the man conducting it another 60, making a total of 840 piastres, equal to 7*l.* 12*s.* 8*d.* But as the skins are serviceable for several trips, and the wood is saleable at Mosul, the real cost of a raft to the trade is really very trifling. It is a strict monopoly, the exclusive right of making and working them being annually sold by Government for about 100*l.* On an average 300 kelleks go to Jezireh, 600 to Mosul, and 200 to Baghdad, annually, from Diarbekr.

Current Prices.—With the fluctuations to which this market has for some time been subject to, it is difficult to give any fixed list of prices current in the market, but the following Table contains correct quotations for the articles named during 1863 :—

Names of Articles.	Price in Piastres.	Price in Sterling.	Remarks.
		£ s. d.	
Coffee from Aleppo ..	80	0 14 6½	Per maund of 16⅞ lbs.
„ „ Baghdad..	85	0 15 6	„ „ „
Sugar, loaf	55	0 10 0	„ „ „
„ crushed ..	50	0 9 1	„ „ „
„ candy	60	0 10 10¾	„ „ „
Pepper	45	0 8 2	„ „ „
Sal ammoniac ..	180	1 12 8¼	Sold with spelter in a proportion of 1 maund and ½ maund.
Soap, Aleppo ..	55	0 10 0	Per maund.
„ Orfa	50	0 9 1	„ „

Names of Articles.	Price in Piastres.	Price in Sterling. £	s.	d.	Remarks.
Tea	50	0	9	1	Per oke of 2 lbs. 13 oz. Very inferior quality.
Zinc	25	0	4	6½	„ maund.
Tin in sheets	200	1	16	4	„ box of 2,000 sheets 15 in. by 10 in.
Window glass ..	220	2	0	0	„ „ 60 panes 15 in. by 12½ in.
Lead of Eggib ..	30	0	5	5	„ maund.
„ English	30	0	5	5	„ „
Iron „	28	0	5	1	„ „
„ Russian	30	0	5	5	„ „
Steel	40	0	7	3¼	„ „
Spelter	..	..			Sold with sal ammoniac.
Heuneh	30	0	5	5	Per maund.
Madder, Saert ..	30	0	5	5	„ „
„ Baghdad ..	20	0	3	7½	„ „
Indigo	..	..			„ „ 7*l.* 14*s.* 6*d.* to 9*l.* 1*s.* 9*d.*, according to quality.
Turnbekki, Jofahan ..	75	0	13	7½	„ „
„ Shiraz ..	50	0	9	1	„ „
Silk, Persian	230	2	1	9	„ oke.
„ Diarbekr and Bursa	250	2	5	5	„ „
Oil, olive	6	0	1	1	„ „
„ sesame	35	0	6	4¼	„ maund.
Cotton, average of this year	90	0	16	4¼	„ „
Gum Tragacanth ..	30	0	2	4½	„ „
Galls, best blue ..	95	0	17	3	„ „
„ white	80	0	14	6½	„ „
Hantoof	25	0	4	6½	„ „
Alum	18	0	3	3	„ „
Cochineal	70	0	12	8¼	„ oke.
Saltpetre	40	0	7	3¼	„ maund.
Orpiment, in leaves ..	50	0	9	1	„ „
„ red	30	0	5	5	„ „
„ dust ..	20	0	3	7½	„ „
Skins, buffalo, from Baghdad ..	77½	0	14	1	„ „
Do. do. from Russia	77½	0	14	1	„ „
Do. cow	30	0	5	5	Each.
Fur, stone marten ..	90	0	16	4¼	Per pair.
„ fox	12½	0	2	0¾	Each. Wolf skins 10 piastres 1*s.* 9¾*d.* each.
Wool, Arab	2,350	21	7	3	Per cantar of 30 maunds, 506¼ English lbs.
„ Kurdish ..	1,100	10	0	0	Do. do. do.
Mohair, white ..	150	1	7	3	Per maund.
„ red	145	1	6	3	„ „
„ black	140	1	5	3	„ „
Tallow	31	0	5	8	„ „
Wax	92	0	16	2	„ „

The great fluctuation in prices for articles of common consumption and use for town labour, servants, and house rent, will be seen in the following list of prices for 1853, 1857, and 1858:—

Names of Articles.	1853		1857. Holmes.	1863.		Remarks.
	£ s. d.	s. d.	s. d.	£ s. d.	£ s. d.	
Wheat	0 4 6½ to	6 7½	11 4	1 12 9 to	1 16 4	Per quarter.
Barley	0 2 0	3 7½	6 8	0 10 10½	1 7 3	„ „
Butter	0 2 3½	3 3½	8 6	0 9 1	0 10 10½	„ maund.
Raisins	0 0 7½	0 10½	...	0 1 5½	0 2 0	„ „
Charcoal	0 0 3½	...	...	...	0 0 8½	„ load, donkey.
Firewood	0 2 0	2 8½	...	0 3 7½	0 5 5½	„ cantar.
Goat hair (coarse) ...	0 5 5½	...	...	0 9 1	0 10 0	Used for bags, per maund.
Honey	0 2 8½	3 3¼	...	0 5 5½	0 6 7½	Per maund.
Oil, olive	0 3 3¼	...	5 8	...	0 6 7½	„ „
Grape syrup	0 1 1	...	...	...	0 2 4½	„ „
Madder, watered	0 2 8½	3 3½	4 11	...	0 7 3½	„ „
„ not watered ...	0 2 0	2 6	...	...	0 7 0	„ „
Wool	0 0 4½	...	0 10½	...	0 1 9	„ fleece.
Sesame seed	0 9 1	12 8½	...	1 1 9½	1 5 5¼	„ quarter.
Sheep, each	0 5 5	...	...	...	0 9 1	
Mules, each	13 12 8	...	...	18 3 7	27 5 5	
Straw	0 0 8	...	...	...	0 1 4	Per mule load.
Master mason	0 1 1	1 5½	...	0 2 0	0 2 8½	„ day.
Carpenter	same.	same.	...	...	...	„ „
Labourer	0 0 3½	0 4½	...	0 0 8½	0 0 10½	„ „
House servants	0 9 1	...	...	...	0 18 2	„ month.
„ rent	9 11 6	...	...	...	18 3 7	„ annum.
Rice	0 1 0	...	1 5	0 2 0	0 2 4½	„ maund.
Galls, best	0 6 0	...	8 6	...	0 17 3	„ „
Hantoof	0 1 1	...	2 1	...	0 4 6½	„ „
Cotton	0 5 5	...	7 1	...	0 16 4½	„ „

As regards wheat and barley, this year's prices, owing to the scarcity, are exceptional; but their ordinary quotations are always about 16*s.* 6*d.* and 8*s.* 2*d.* per quarter.

Operation of the Tariff.—In the absence of any direct trade with Europe it is impossible in this inland town to note its influence. The rates, however, are unexceptionably favourable to the produce of the country, and although they press a little harder than formerly upon foreign imports, such pressure cannot in the least affect the trade or consumption of this pashalik. The supplies from Europe are only those of necessity, and whatever may be the tariff prices they will always be in demand and must be procured; as shown elsewhere, there is every reason to believe they will rise in proportion to the amount of cotton exported. The export dues, according to the wide provisions of the treaty, will in a few years be merely nominal; this, taken together with the bonus held out by Government to all cotton planters, namely a remission of the tithe on that produce, will I hope stimulate its export to an extent sufficient to ensure a corresponding improvement in the imports of British manufactured goods.

Trade.—All cotton goods, colonials and produce, are sold for what is here called cash, but which is really a series of weekly payments extending over stated terms previously fixed between buyer and seller. Debts, however, are nearly always prolonged much beyond the time fixed upon for their liquidation, and are scarcely all encashed in six months, while some of them run on for a whole year. Indigo and tumbekki are sold at one year and also at eighteen months' credit, while wool and galls are always prompt cash transactions. Unlike the general custom of the East, tare is not taken into account or allowed; a loaf of sugar is weighed in its paper and string, and a bale of coffee or tobacco in its original covering, without any deduction for such foreign additions. For the three winter months trade is entirely suspended, the rigour of the season preventing intercourse between the town and its customers in the country. The only break is the occasional arrival of a caravan from Aleppo, that road being generally less obstructed by snow than the other, but the goods are unsaleable till the spring. In reality there are only six months during spring and autumn, for the summer months are always languid, during which the merchant is fully occupied. It is then that Koords visit the town to

dispose of what they may have for sale, and to supply their summer and winter wants. In spring the wool trade employs the merchants' time; and late in summer and during autumn, that of grain and galls. A circumstance common to all Turkey, that tends very much to curtail trade and to check or restrict a more natural and equable distribution of profits, is; that the members of one family combine the wholesale and retail trade in themselves. One finds the elder male of the family a wholesale importer and his brother retailing the goods; another is a manufacturer, and other members wholesale and retail dealers in the produce of his looms; and so on for every trade and occupation in the country. One reason for this is no doubt owing to the comparative smallness of individual capital; and another to the distrust prevalent among all Easterns, traceable I should think to the really unsatisfactory basis of their trade. For however honest and sound a retail customer may be, it is a part of his business to delay liquidating debts, however just, for a month or two after they become due; this, coupled with the insuperable difficulty of realising a fraudulent bankrupt's property induces traders to confine all transactions as much as possible to their own circle. Another drawback is their system of book-keeping; it is perfectly absurd, and would not be tolerated anywhere else. A single book, with spaces between different items, that can be filled up how and when the owner pleases; and, in many cases, a few separate sheets or scraps of paper only, are deemed sufficient to record transactions, however extended or complicated; nor are these worthless documents ever rejected by the civil tribunal before which such cases are tried.

Laws.—Adverting simply to the civil laws or conventional rules that affect commerce, I may say that—inasmuch as they are never put in force—none practically exist. The merchants of the place, and the members of the tribunal before which trade disputes are tried and judged, are ignorant of the first principles of commercial obligations, contracts, &c.; they never attempt, therefore, to judge a case by the fixed rules and regulations, but endeavour to effect a compromise entirely irrespective of accounts or their merits. A new Iradè of the Porte enacts that no one shall be compelled to sell his dwelling house or Tapoo lands; and as the first object of every native is to acquire a house or real property of some kind, it generally happens that when a bankruptcy takes place no other assets than their value, which cannot be touched, are forthcoming. The facilities for swindling which this new law gives to rogues, are, under the circumstances, too obvious to require comment, and it would be very satisfactory were it annulled or its provisions less vaguely expressed. Other methods pursued by such characters to evade just debts, are investing everything in the name of the wife, or making all real property Wuguf. In the absence of proper account books, or in the case of prepared accounts, such is the lax system of book-keeping, alluded to before, that nothing can be traced, and the merchants who compose the tribunal—fully aware of their own deficiency in this respect—never, in any one instance, make use of the laws provided for such contingencies. These laws are sufficient to meet every case, and especially provide that all traders shall keep proper accounts according to certain established rules; were these laws properly executed nothing would tend more to check such swindling and to drive dishonest and incompetent men out of the market; a healthier tone would pervade commercial transactions, and trade would thereby be consolidated and promoted. To every honest trader of capital, and more particularly to the European merchant, the lax system I have pointed out is in the highest degree antagonistical; it has curtailed the commercial operations of the former, and virtually debarred the latter from taking advantage, as he might under a different system, of the varied wants and resources of this province.

Banks.—I regret I cannot report the existence of a bank in Diarbekr; for it is evident, from what has gone before, that such an establishment would be the greatest boon that could be conferred upon the entire population. It would bring hoarded money into circulation, and thus increase actual capital, and at the same time lower the usurious rates of interest that now clog trade. The usual rate, with ample security in gold, silver, and jewels, is nominally 24 per cent. per annum, but it is really more, as the amount of interest for the year is deducted from the actual sum paid to the borrower, who gives a bond for the whole. Thus a person borrowing one hundred pounds for one year, would only receive seventy-six pounds against his bond for the whole hundred. Advances on crops or to farmers, are made at the rate of 30 to 40 per cent. per annum, and the same rates obtain for mortgages on lands and houses. In such a business, in negotiating bills, and in making advances for short periods to respectable merchants, on their purchases of produce for export, a bank would drive a business, sure and profitable enough to pay at least 18 per cent. per anuum. Rates of exchange have not varied since October, 1862, the pound sterling having remained stationary at 110 piastres, and the Turkish lira at 100, with its component parts in proportion.

Throughout the whole of this Pashalik weights and measures are the same, the only exceptions being the "Keyl" and its component part the 'Olcheq," measures used for grain, which differ in three districts only. This difference causes no difficulty, as sellers are always willing and pregared to sell and measure by the rule generally adopted elsewhere.

Turkish Weights and Measures.	English Equivalents.
8⅔ Turkish drachms	1 English ounce.
142⅔ „ „	1 „ pound.
1 nugee	1 lb. 6½ ounces.
1 oke = 2 nugees	2 „ 13 „
1 batman or maund	16 „ 14 „
1 cantar	506 „ 4 „
1 keyl of wheat	1 quarter.
1 „ barley	1 „ 20 lbs.
1 olcheq wheat	30 lbs.
1 „ barley	24 „ 12 ounces.
1 diarbekr yard of 16 okkeds	27⅝ inches.

2 nugees make 1 oke.	16 olcheqs make 1 keyl of grain.
6 okes „ 1 maund.	16 Okkeds „ 1 Diarbekr yard.
30 maunds „ 1 cantar.	

There does not exist any measure for land, and the size of different plots are estimated at the amount of seed—either wheat or barley—that can be conveniently sown on them, and such a plot is designated as a five or ten keyl plot, as the case may be. In the town where land is to a certain degree valuable, the square diarbekr yard is used. The Turkish coins with their English equivalents are as tabulated below:

			s.	*d.*
10 para-piece	2 farthings.	Half-mejedee	1	$9\frac{3}{4}$
20 „	$1\frac{3}{40}d.$	Mejedee	3	$7\frac{1}{2}$
40 „	$2\frac{3}{20}d.$	Liura Turk of 100 piastres	18	$2\frac{9}{11}$
Quarter mejedee.. ..	$10\frac{3}{4}d.$			
1 Turkish piastre has forty paras ..				

The nature of the crops, differ of course with the different soils in the several districts. In this Sanjak, wheat, barley, rice, and maize, are the prevailing crops; the same also with the greater part of the Mardin Sanjak, but in that of Saert, excepting the districts of Gharzan and Redhwan, the country is not so well adapted for wheat and barley, and

consequently the principal crops there are maize and millet. Two years ago the keyl of seed yielded ten; it has yielded twenty and thirty; in average years it yields five to six; and no season, always excepting the presence of locusts, which leave nothing, is so bad as not to return two. The system of agriculture pursued is the laziest that can well be conceived, and consists simply in scratching the surface to the depth of half a foot, no resuscitating or improving material being ever applied to it. And indeed, with so much fallow land at their disposal, the peasant is not willing to believe that any other system would be more profitable. But the great check to more extended agriculture and the improvement of the soil is, that all the large landed proprietors have no anxiety whatever about the matter. He has been accustomed to a certain yearly amount of produce, and the tax depending only upon the amount of produce being taken in kind, and not coming from the landlord's pocket, cares little if his share is a few quarters more or less. Had this evil been confined to the lands just alluded to, it would not have signified much, but the waste lands belonging to Government, and which it is selling under the Tapoo system, are also coming into the possession of these people at perfectly nominal prices; and they will continue to hold them, on speculation, as uncared for as the rest of their property, till the course of events enable them or their heirs to dispose of them at a profit. Government has, in a manner, contributed to perpetuate the unsatisfactory system of farming, by selling its waste and lapsed lands at rates varying from 40 to 60 piastres for plots large enough to take a quarter of seed, without counterbalancing these low prices by the imposition of a land tax sufficiently high to compel the new proprietors to attain a certain maximum of cultivation. The pain of forfeiture attaching after five years to these lands, if unimproved at the end of that time, is so vague and undefined in its conditions, as to offer no incentive to the rich and influential to practise anything more than the lowest minimum of farming, however much it has determined the poorer classes who also have small plots of these Tapoo lands, to effect the required improvements necessary to escape the forfeiture, and therefore throughout the whole of this Pashalik, the few small independent holdings of the peasants contrasts most favourably with the enormous tracts owned by Government, Mosques, or these hereditary landlords. As stated before, there is no measure for land which is determined by the amount of seed it will take, or by the quantity that four oxen can conveniently plough during the season, known under the name of chifts; such chifts, under the circumstances, vary of course in their bounds and extent according to the strength of the oxen, or the zeal of the labourer. The manner of sowing them varies in different localities; I will take the two best, namely, the country about Jezireh, Nisibeen, and the plain at the base of the Mardin hill; and the rich grain tracts of Sileywan, Behramki, Bisherri, and Redhwan near Diarbekr. In the former, a chift consists of four oxen or other animals requiring one fellah to look after them, and work them during the season. The ground properly prepared by such a chift is sown yearly, with the following quantities and varieties of seed, yielding, in good average years, the different amounts noted against each.

Varieties of Seed Sown.	Quantity of Seed Sown.	Value of Seed in Piastres.	Amount of Yield.	Value of Field in Piastres.
	Key. Olc.		Key. Olc.	
Wheat, in Keyls and Olcheqs ..	6 10	350	33 0	1,320
Barley	3 5	145	15 0	280
Lentils	0 4	40	1 0	160
Cotton	50 Maunds	150	50 Maunds	2,250
Rice (sown only when there is plenty of water)	Olc. 4	48	Key. Olc. 3 1	600
Sesame	½	12	0 10	240
Kishnch (a small Vetch)	4	20	1 0	80
Peas	2	—	0 10	80
Tobacco Seed	—	190	—	500
Melon Seed	—	10	—	500
Value in Piastres ..	—	981	—	6,010
„ £ ..	—	£8 18	—	£54 12

The annual expenses attending such a chift, and which do not in the least vary, are the following:

	Piastres.	£	s.	d.
Pay of one Fellah for one Year	300			
Food „ „	200			
Clothing „ „	100			
Food for Oxen during Winter	100			
Small Expenses	50			
Harvesting	300			
Tax on Chift (Vergoo)	50			
Average losses by Death or Sickness among the Oxen valued at 800 Piastres	200			
	1,300 =	11	16	0
Price of Seed		8	18	0
		20	14	0
Tithe on 6,010 Piastres, viz., 601		5	9	0
Whole Expenses		26	3	0
Gross value of produce		54	12	8
Net Profits		28	9	8

Sowing under this system is called "Fellaha" to distinguish it from "Merabehchee," under which the farmer or landowner supplies everything, but neither feeds, clothes, or pays the Fellahs; but after deducting seed and all expenses, the net produce is divided into thirds, of which the Fellahs—there are generally in this instance four to one chift—would get one-third, or 10*l.* 12*s.* 7*d.*, and the farmer or landlord, two-thirds, or 20*l.* 5*s.* 2*d.*, after having deducted all expenses and tithe. Another practice is for Fellahs to provide everything but seed, which is given by a capitalist in the town, who is also obliged to make them a loan, to be repaid in money or kind at the harvest, without interest, of 50 piastres for every keyl of wheat or barley they sow; the net produce is then shared equally, giving a sum of 18*l.* 13*s.* to the fellah, and 14*l.* 4*s.* to the capitalist, as he has to pay exclusively for the seed. But in this case it is necessary that the capitalist should take proper precaution to insure the planting of all the seed so advanced, as it often happens, should grain be scarce and consequently of a higher price than usual, that the fellahs only sow half, and either consume or sell the rest. As Sileywan Behramki, &c., are nearer the centre of trade, and, therefore, able to command higher prices for their produce, the systems, although much the same, are more

costly than, though not so profitable in proportion as about Jezireh. Labour is dearer, and the vergoo on each chift, assessed at six men, is much higher; nor do they sow any lentils, rice, tobacco, or sesame, for which neither their soil or water system are favourable. These ch fts consist of six animals, either strong fine oxen or buffaloes, and two to three even are required instead of one. The fellahs receive their food and a pair of shoes, and, in lieu of money wages, are allowed to sow half a keyl of wheat on their employer's land, using his oxen and instruments to prepare the ground. The seeds sown, their values and yields are given in the following account:—

Varieties of Seed Sown.	Quantities of Seed Sown.	Value of Seed in Piastres.	Amount of average Yield.	Average Value of Yields in Piastres.
	Keyls.		Keyls.	
Wheat	10	500	50	2,500
Barley	5	150	25	750
Millet	1	30	5	150
Kishneh	2	160	10	800
Cotton	1	100	20 Maunds	1,000
			Keyls.	
Castor Oil Seed	1 Olcheq	100	5	1,000
Peas..	1 Keyl	128	4	640
Melons	—	50	—	250
		1,218	—	7,090
		£11	—	£64 9*s.*
Deduct Tithe on produce, Piastres 709, equal	—	—	—	6 8
				£58 1*s.*

Unlike the country about Jezireh where there are numbers of people unemployed, and available for getting in the harvest, there are so many here employed in agriculture that reapers are absolutely scarce when most wanted; four men, the amount required to get in the harvest, receive five keyls of wheat and five of barley, or 400 piastres for the time they are so engaged. The expenses of the Sileywan chifts are:—

	Piastres.			
Food and shoes for three men	660			
Ploughs; food for oxen, &c.	500			
Casualties among the oxen	500			
Harvesting	400			
Duty (vergoo) on chift	230			
	2,290	=	£ 20	*s.* 16	*d.* 0
Seed			11	0	0
Whole Expenses.. ..			31	16	0
Gross value of produce ..			58	1	0
Net profits			26	5	0

As regards cotton when cultivated separately, the owner of the land and water receives 14 per cent. of the net produce; seed is furnished by a capitalist who employs a labourer to prepare the ground, and a Jenanchee or gardener to tend the plants. Women are employed at about a penny a day to pluck up weeds, and they also pick the bolls when ripe, for which they receive 7 to 10 per cent. in kind. After deducting all these expenses, the capitalist, Jenanchee and labourer share alike. The average yields of cotton, as I have mentioned elsewhere, are poor in quantity from the mere

want of care and attention in its culture, for the land is rich enough, and water supply ample, to return five and six times the usual amounts. But as it has never, from the want of demand, formed one of the chief items of their routine of crops, it has naturally been neglected, but there is every reason to hope that a decided improvement will be manifest this year in the manner of preparing the ground, sowing the seed, and tending it to maturity. A French gentleman, established here, intends planting 5,000 maunds of seed (equal to 85,000 English lbs), and it is to be hoped his example will be largely followed by all the small landed proprietors of irrigated tracts. Did they feel perfectly convinced that the Government would actually allow them the bonus with respect to the tithe this cultivation would be much more generally adopted; the privilege, indeed, only extends to waste lands brought under culture, but whichever way one turns there is an abundance of such lands.

The following list will give the approximate amount of the vegetable and animal produce of the Pashalik for 1863, with their values:—

Names of Produce.	Quantities.	Values in Sterling.
		£
Wheat, in quarters	214,000	160,500
Barley „ „	295,000	110,600
Rice „ bushels	93,300	26,000
Maize and Millet, in quarters	85,000	42,500
Cotton, in crot	20,237	123,800
Oleaginous seeds, in quarters	12,000	14,100
Peas, in quarters	2,000	2,100
Tobacco (cost without monopoly tax), in cwt. ..	4,018	6,700
Madder roots, in tons	100	3,500
Olive Oil „	27	900
Sesame Oil „	341	14,400
Clarified Butter „	1,506	100,000
Cheese, in cwt.	8,248	4,000
Wool, in tons	1,000	79,400
Mohair, in cwt.	2,360	20,700
Galls, in tons	675	34,800
Silk, in lbs.	9,000	6,000
Fruits dried, in value	—	6,000
Honey „	—	3,000
Wax, in cwt...	60	300
Hantoof, in cwt.	607	900
Tallow „	1,517	5,600
Arrack, in value	—	8,000
Total Value of Produce	..	768,200

In determining the above estimate, I took into account the amount received as tithe on each article by the Government, together with the approximate gains of the farmers of those dues in every district, and I am thus enabled to vouch for as great an amount of correctness as it is possible to attain in these countries. The wheat and barley are put down at their ordinary average prices of 15*s.* and 7*s.* 6*d.*, and not at the famine quotations of the year, namely 2*l.* and 1*l.* 7*s.* 3*d.*. I have to note also that the amount under the head of barley bears apparently an undue proportion to that of wheat, owing to the comparative failure of the latter in 1863. The general proportion of the different yields of wheat and barley are two-thirds of the former, and one-third of the latter: the per centage of seed sown in the best agricultural districts being:—

Wheat	46·67 per cent.	Maize and millet ..	7· per cent.
Barley	23·33 „	Oil seeds	3· „
Rice	10· „		
Cotton	10· „		100

The harvest of 1863, owing to the severe winter frosts and the widespread ravages of the locusts, was a very poor one both in quality and quantity, and therefore, after deducting the grain purchased for use or profit by capitalists, there would remain sufficient only to supply three quarters and six bushels of grain—whether of wheat, barley, or other varieties—per house for the ensuing year, reckoning the population at 100,000, 1,500 houses, not, of course, including the Arabs. But as each house requires annually of wheat alone five quarters for food, not to mention seed, and consumption by cattle of other grains, the stocks available are manifestly totally insufficient, and the distress, though mitigated by large importations from Mosul, very great. The following Table will show the highest and lowest prices of wheat and barley for the last four years.

	1860.		1861.		1862.		1863.		Remarks.
	Highest Price.	Lowest Price.	Highest Price.	Lowest Price.	Highest Price.	Lowest Price.	Highest Price.	Lowest Price.	
	£ s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.	s. d.	
Wheat ..	1 9 1	10 10½	13 7	9 1	16 4	9 1	2 0 0	14 6	Per quarter keyl.
Barley ..	1 1 9½	6 4½	7 3	5 5	10 10	5 5	1 7 3	10 10	Per quarter and 20 lbs. (Barley keyl.)

I have already noticed the different vegetable and animal products of this province at some length, with the exception of silk, the buttin, and sheep.

Silk.—The trade does not date further back, in Diarbekir, than eleven years; but it has not been attended with much success. Silk is raised in most of the districts, but in every one the worms have suffered severely for the last three years, although last year there was a slight improvement. The following are the amounts produced for the last six years:—

	Maunds.		Maunds.
1858	770	1861	420
1859	410	1862	350
1860	580	1863	500

A species of wild silk called quz, qez, and jez, grows extensively in the Bohtan mountains and about Rawandooz and Zacho in the Mosul Kaimakamlik. The insect seems like a kind of caterpillar, and forms its cocoon on a shrub five to eight feet high, having long narrow black green-looking leaves with serrated edges, bearing a fruit in clusters of three or four small bean-like looking pods. The animal does not die in the cocoon, but escapes and becomes a butterfly, and is in many respects totally different from the common silkworm. This silk is much prized by the Kurdish women, who make it into a variety of dresses, no female of the slightest pretensions being without one or more of them. The material, when manufactured is very strong, and seems to defy any extent of wear. It is at its best season in May, and some specimens I then saw on the trees were beautifully white and silky.

Buttin.—The buttin tree (*pistachio terebinthus*) grows wild in Jebbel Abd ool' Azeez, and flourishes luxuriantly between Mardin and Saert. It bears only every alternate year, and yields, when full grown, produce to the value of 200 piastres each tree; that is to say nuts, to the value of 100 hundred, and oil to the same amount, used in making soap and in fixing dyes. Several species of this tree, called by the Kurds "kazwan" and "managuk" grow wild along the mountain side, and also yield the same kind of oil in profusion.

Sheep.—There are, judging from the yearly amount of the "kumchoor" (a tax upon sheep of 1½ piastre per head), 2,250,000 sheep and goats in this province; of this number 1,250,000 belong to the Arab tribes, and the

rest to pastoral and sedentary Koords. It is reckoned that, what between cheese, butter, and wool, each sheep is worth 15 piastres annually in produce, mohair goats 20 piastres, and the common goat 12; or, in English monies, respectively 2*s.* 9¾*d.*, 3*s.* 7½*d.*, and 2*s.* 2*d.* It is impossible to arrive at anything even like a useful approximate of oxen, mules and horses owned by the people; but, as regards camels, the Shemr, Sedaan, and Tai Arabs possess 130,000 and the Koords 2,000.

Population and Industries.—The whole population in the Pashalik is shown in the general Table following.

Names of Districts, &c.	Number of Moslem Houses.	Number of Christian Houses.	Number of Yezid Houses.	Number of Kizzl Bash Houses.	Remarks.
Diarbekir Sanjak.. ..	23,400	8,700	228	1,500	
Saert „	21,500	6,500	917	1,000	
Mardin „	21,100	6,400	489	..	
Nomade Koords in tents..	8,200	..	..	..	Kochers in different districts,
Bedouin Arabs	13,500	..	..	..	Shemr, Sedaan, and Tai.
Agricultural and sedentary Koords..	8,600	..	..	..	Under Bedouin rule.
Nomade Koords in the western end of Mesopotamia, also agricultural.	1,600	..	..	..	„ „ „
Total houses and tents.	97,900	21,600	1,634	2,500	
Number of souls ..	489,500	108,000	8,170	12,500	Five souls to a house.

The proportions per cent. of the different creeds being—

Moslems	71·99
Christians	23·78
Yezid	1·76
Kizzl Bash	2·47
	100·

Taking into account the superficial area of this province and the amount of the inhabitants, there would be 33 souls to the square mile; but deducting Arabs and nomade Koords, who are alternately in one Pashalik and then in another, there would only be 24 to the square mile, four less than the average number for the whole of Turkey. The estimate of population I have given is 70,000 more than Mr. Holmes's in 1857; but, throwing out altogether the fact of any decided increase therein, I believe his estimate to be underrated; and, from my own observations carefully noted in every district, and in most of the villages, I have reason to place more faith in my own computation. The subdivisions of the population in the different Sanjaks, and that of the pastoral and nomade Koords and Arabs, together with the number of villages, corn-mills, and looms in each, are exhibited in the separate Tables below.

Names of Districts in Diarbekir Sanjak.	No. of Villages.	Houses, Moslem.	Houses, Christian.	Houses, Yezeed.	Houses, Kizzl Bash.	No. of Mills.	No. of Looms.
Diarbekir and surrounding Villages	194	7,470	3,672	116	..	40	1,400
Hazro and Mehrani	77	1,101	443	..	..	10	200
Sileywan	105	1,678	842	..	..	30	150
Hini	42	1,742	455	..	..	12	120
Lijeh	80	1,065	364	..	..	43	100
Chabakchoor and Menashkoot ..	95	1,894	464	..	..	60	140
Genj, Zigtee, Yehkik, and Taoos .	95	1,714	100	..	..	30	10
Peychar and Harta	25	398	78	..	..	5	40
Kulp, Badikan, and Haneydan ..	74	1,174	534	..	..	40	140
Kheyan	46	438	265	..	..	30	100
Bisherri	73	1,050	1,169	112	..	15	50
Behramki, Kikee, and Turcoman ..	116	947	202	..	1,516	25	150
Deyrik, Mahal, Abi Gaur, Desht i Gaur, and Metinan	65	18	152	..	..	20	110
Omergan	38	1,000	..	..	..	10	..
	1,125	23,497	8,740	228	1,516	360	2,710

The population of the town of Diarbekir itself is thus made up :—

Armenian Catholic	150	houses.
Syrian „	60	„
Chaldœan „	200	„
Protestants	350	„
Jacobites	500	„
Orthodox Armenian	1,800	„
Jews	40	„
	3,100	„
Moslems	2,900	„
	6,000	„

It may be interesting to note the estimate of former writers on the same subject.

Sestini . .	in 1757,	gives Diarbekr	400,000 souls.
Ives . . .	„ 1758,	„	100,000 „
Niebuhr . .	„ 1766,	„	90,000 „
Sestini . . .	„ 1782,	„	50,000 „
Gardaune . .	„ 1808,	„	80,000 „
Duprè . . .	„ 1808,	„	75,000 „
Kinneir . .	„ 1810,	„	30,000 „
Buckingham .	„ 1815,	„	50,000 „
Hende . . .	„ 1817,	„	55,000 „
Brant . . .	„ 1835,	„	45,000 „
Southgate . .	„ 1837,	„	15,000 „
Moltke and Mühlback	„ 1838,	„	20,000 „
Holmes . .	„ 1857,	„	29,460 „
	1864,	„	30,000 „

I have alluded further back to the two most important branches of native industry carried on in Diarbekir, and have given the number of looms in operation in its different districts employed in making the coarse cloths noted under Diarbekir manufactures. I now furnish a detailed list of the minor branches of trade and industry, as exemplified in the number of shops devoted to these purposes in the town itself.

Description of Shops.	No. of Shops.	Description of Shops.	No. of Shops.
Works in light ironwork	41	Bakers	44
Ironsmiths	7	Coffee houses	25
Tinmen and coppersmiths	47	Baths	13
Sailneedle, nail, and sword makers	35	Barbers	54
Silk braid makers	40	Auctioneers	42
Silk reelers	6	Saddlers	22
Cloth and linen sellers	180	Old cloth sellers	19
Mills	34	Makers of European shoes	15
Dyers	10	,, Native ,,	80
Pattern setters for silk goods	7	Cobblers	56
Dealers in galls and gums for dyes	29	Furriers	6
Carpenters	27	Rope makers	14
Dried and salt pea sellers	5	Felt makers	15
Fish sellers	3	Grocers	80
Wheat and dye hullers	24	Earthenware (Native) sellers	15
Silversmiths	42	Candle makers	10
Watchmakers	6	Horse food sellers	15
Morocco leather sellers	5	White washers and house painters	10
Tailors	50	Tobacco sellers	181
Druggists	50	Weavers (1,200 looms)	320
Hardware sellers	19	Cotton sellers and cleaners	14
Shoe sellers	22	Tanneries	25
Red thread sellers	6	Arrack sellers	13
,, makers	4	Sellers of fancy silks, chintz, and cloths	26
Pots and jars makers	8	Fruit sellers	7
Pipe makers	10	Pipe bowl makers	3
Brass founders	13	Gun makers	3
Salt sellers	8	Apothecaries	8
Cooks	11	Sweetmeat sellers	4
Vegetable sellers	8	Rice sellers	7
Pack saddle and hair cloth makers	25	Sherbet makers and sellers	20
Farriers	27	Butchers	36
Oil makers	16		
Bleachers	14	Total number of shops	2,041

The Sanjak of Saert, north-east of Diarbekir, contains ten Kuzaas, or districts, with the populations, villages, mills and looms, as noted in the following tabulated statement.

Names of Districts in Saert Sanjack.	No. of Villages	No. of Moslem Houses.	No. of Christian Houses.	No. of Yezeed Houses.	No. of Kizzl Bash Houses.	Mills.	Looms.
Saert and Villages	55	2,908	762	54	..	30	100
Shirwan	120	2,760	511	90	..	15	60
Gharzan	92	1,677	752	148	..	20	80
Sassone	124	2,890	1,770	..	1,000	30	100
Gurdellan	14	229	219	..	..	3	30
Redhwan	38	72	271	405	..	20	180
Deyr Gul	124	6,400	800	220	..	20	200
Deh and Eyruh	76	981	516	..	..	30	200
Berwaree	40	2,180	345	..	..	17	110
Heezan and Ispaert	46	1,435	566	..	..	15	20
	729	21,532	6,512	917	1,000	200	1,080

A superior kind of shallee, used by all Koords for dresses, is manufactured exclusively by Christians at the towns of Deh and Eyruh, and at Deyr Gul; employing there, and in some of the neighbouring villages, upwards of 600 looms, and a capital of 5,000*l*. It is made in pieces of 8 Diarbekir yards long and 12 inches broad, and sells from 10 to 40 piastres (1*s*. 9¾*d*. to 7*s*. 3½*d*.) each piece. The patterns are peculiar

and diversified, showing great taste in form and arrangement of colour. The plain shallee is equal to the best formerly imported here from England, and fetches about the same price. At Saert, and generally among the mountains where the buttin tree grows, soap is made from its oil. At the latter town a large portion of the inhabitants are dyers, using the cloth and madder of the country. At Redhwan a finer kind of linen is made in pieces long enough for a native shirt, with very tastefully worked broad edges of the same material; both this linen and the Saert dyed cloth are exported to Bittis. The population, villages, mills, and looms of Mardin are as follows :—

Districts in Mardin Sanjack.	No. of Villages.	No. of Moslem Houses.	No. of Christian Houses.	No. of Yezeed Houses.	Mills.	Looms.
Mardin and Villages	22	1,882	1,667	..	20	200
Nisibeen	145	2,712	125	400	25	120
Surgachee	29	1,222	25	..	25	500
Soro..	23	1,224	230	..	13	150
Mediat	237	5,794	2,301	89	50	200
Hajji Behram	112	2,530	643	..	50	200
Jezireh	196	3,396	1,107	..	20	200
Khuzaa el Khums	42	1,561	15	..	30	150
Omergan	42	840	..	..	10	..
	848	21,101	6,413	489	243	1,720

At Shach, a town, or rather a large village, in the Hajji Behram district, are produced shallees similar to those of Deh. At Mediat, and in all the Christian villages of Jebbel Yur, at Mardin and Kalaat Mari, near it, the abbas so universally worn by all Koords, are manufactured to the extent of 30,000 pieces, half of which are sent to the northern pashaliks. It is a much heavier garment than the Arab abba, and only adapted to winter use or for rain. As usual, coase cotton cloths are made in every village, the workmen being Christian as well as most of the proprietors of the looms. The Kocher tribes, pastoral nomade Koords under Arab dominion, pastoral and agricultural Arabs, and Bedouins form each a separate class; as, however, all but the first (Kochers) are subject to the Bedouins (the Shemr), I have thought it sufficient to class them in two Tables only :—

Names of Kocher Tribes.	No. of Tents.	Localities.
Kolan	20	In Hini District.
Aliyan	80	„ „ „
Zigtee	20	„ „ „
Badinan	100	Khuzro „
Akh Tam	80	„ „
Kasan	50	„ „
Chozeran	60	„ „
Sheikh Bizzin ...	80	„ „
Hanedan	30	Sileywan „
Reshkotan	100	„ „
Besharee	400	„ „
Sheikh Dodan ...	300	„ „
Bekran	45	Keyan „
Khanchook	200	Peychar „
Bekran	15	Lijeh „
Gozikan	10	„ „
Matinoor	12	„ „
Deyrik	12	„ „
Shatha	12	„ „
Aliyan	250	Zigtee „
Mcola Abbas	110	„ „
Terkanlee	500	About Diarbekr and Hini.
Berwaree	500	In Berwaree Dist.
Wellad Kellesseea ...	400	Shirwan „
Eyrwaheea	100	Deh and Eyruh „
Garissees	100	„ „ „

Names of Kocher Tribes.	No. of Tents.	Localities.
Shuvan	200	Deh and Eyruh Dist.
Keyver	100	„ „ „
Bekat	70	Deyr Gul District.
Kureysha	70	„ „
Zeelan	1,000	„ „
Moosan	300	„ „
Hojin	100	„ „
Alian	200	„ „
Keran	50	„ „
Kelhokeea	200	Near Saert Town.
Meeran	230	Jezireh District.
Doodeyreea	300	„ „
Moosa Reshan	100	„ „
Toyan	100	„ „
Kichan	300	„ „
Kheyrikan	80	„ „
Ammer Dellan... ...	80	„ „
Aalikan	120	„ „
Reshikan	70	„ „
Batwan	400	„ „
Soohuran	60	„ „
Haneyreea	300	Hajji Behran Dist.
Speyrteea	80	„ „ „
Zeywekeea	60	„ „ „
Balian	40	„ „ „
Total No. of Tents ...	8,260	

These Kochers rove about the mountains with their flocks during summer, alternately, in this province, and in the neighbouring one of Van or Hakkari. At the end of autumn they move down to the plains, and their flocks pass the winter and spring in Mesopotamia about Jezireh, accompanied by a few men, while the majority of the tribe remain behind in the localities indicated in the list, and employ their time in thieving. They are the most notorious pilferers existing, and neither distance or cold seem too great to restrain them going out on such expeditions during the most inclement weather. They show, like the Arabs, an indiscriminate hospitality to all strangers, and like them esteem every one a foe till he turns out to be a friend. They possess a number of fine mules, and their young men pursue the carrying trade, but in grain only; beyond this they turn their attention to nothing else, and depend entirely upon their women, who secure and milk the sheep and goats, churn the butter, and weave coarse carpets and hair cloth for their tents. Their presence is dreaded by the peaceful inhabitants of the villages near which they encamp; for, although the villagers endeavour to buy immunity from their depredations with cash and grain, they are never free from their encroachments. The majority of them, particularly those in the Saert and Mardin Sanjaks, are prosperous and rich; they pay full taxes under a strong government, and do much as they like in that respect if it is weak. Their mules are never used for conveying their tents and baggage, but when they move from place to place tents and everything else they may have are transported by oxen, of which every family has three or four.

The Bedouin Arabs, and nomade and agricultural Koords, and agricultural Arabs under their subjection, are enumerated below.

Names of Bedouin and other Arabs and Koord Tribes.				Number of Tents.
Collective "Shemr"—				
El Khurusseh	.. Tents ..	800	All these tribes are again subdivided into numerous smaller septs under separate Chiefs, but paying due allegiance, and subject to the Sheikh el Meshaikh Ferhan Bey.	
El Tedagha ..	.. „ ..	2,000		
El Thabet ..	.. „ ..	1,000		
El Abdeh ..	.. „ ..	700		
El Aamood ..	.. „ ..	2,000		
El Saiyeh ..	.. „ ..	500		
El Eslem ..	.. „ ..	1,500		
Es' Sedeyd ..	.. „ ..	500		
				9,000
Aenezee Tribe, El "Fedaan," with the "Shemr"				3,000
"Tai" Arabs, a pastoral tribe in the Nisibeen district				1,500
Arab agricultural tribes, subject to "Shemr"—				
Jeboor ..	.. Tents ..	1,500	about the Khaboor.	
Baggara ..	.. „ ..	1,000	„ Nisibeen.	
Sherabieen ..	.. „ ..	600	„ Rasel Ain.	
Khudhr ..	.. „ ..	200	„ Mardin villages.	
Harb ..	.. „ ..	600	„ Nisibeen.	
Hadidieen ..	.. „ ..	2,000	„ Singar.	
Albw Aasi ..	.. „ ..	500	„ „	
Ghassameh ..	.. „ ..	400	„ Nisibeen and Mardin.	
				8,600
Pastoral and Agricultural Koordish tribes under the Bedouin "Shemr"—				
The Kikeen ..	.. Tents ..	1,000	In the plain between the foot of the Mardin hills and the Khaboor.	
The Milleea ..	.. „ ..	600		
				1,600
Total number of Tents				23,700

The Arab tribes, excepting the "Tai" and "Tedaan" are essentially tributary and under complete subjection to the "Shemr;" but with the Milleea and Kikeea Kurds it is different, and their subjection to them

results from convenience, as nowhere else can they obtain the same pasturage for their flocks, or pursue agriculture under more favourable terms, in spite of the tax or "khooa" they pay the Bedouins. Ancient associations, too, make them reluctant to give up their old prairies; for formerly the whole western end of Mesopotamia from Mount Masius and Orfa to the Kkaboor bolonged to them as descendants of the Ak Coinlu, a Turcoman dynasty who at one time held these regions after the destruction or dispersion of the Ortokides and Kara Coinlus, who had preceded them.

Under Sultan Selim, who first took the country and incorporated it with the Turkish, or rather Osmanlee dominions, from Shah Ismail Soofee in A. H. 919, they were left in their old haunts, and in subsequent reigns, and down to our times, acquired, from their numbers and riches, influence considerable enough to cause some of their head men to be raised to the rank of Pashas. In the short space of thirty years they have, however, dwindled away and lost all their importance, the two tribes now having fallen away from 20,000 tents to less than 2,000.

Before the Shemr encroachment the "Obeyd" tribe possessed Mesopotamia from Bagdad to Sinjar, the "Tai" from Sinjar to the Khaboor and the "Milleea" and "Kikeea," from thence to Orfa and Mardin. The whole country then exhibited the agricultural industry of their fellahs, but the Arab invasion, it is needless to say, swept everything before it, and rendered the richest plain in the world a comparative desert. It was the grandfather of the present Sheikh Ferhan, called Fares ebn Homeydee ebn Mehemed who first established himself in these regions, and drove out the old possessors, or obliged them to become his tributaries. On this account Mesopotamia, as far as Bagdad, is sometimes called by the Arabs Jeziret Fares. By right of their conquest they exact from every village bordering on the plain which their arms can reach, and from every agricultural or pastoral tribe who resort to or live in that territory, a tax called "khooa" (price of fraternity). In this manner the villages between Jezireh and Nisibeen pay yearly, in addition to the regular taxes, 1,000 gazis (180*l.*) a-year, besides contributions in grain to an equal amount. Proportionate sums are exacted from all the villages between Orfa and Mosul, the whole being the perquisite of Ferhan's brother Abd el Kereem. The Kocher tribes pay per tent to Abd er' Rahman, another brother, one gazi and one sheep (worth together about 9*s.*), and he also gets from every laden camel or mule travelling the desert route between Orfa and Mosul, half a gazi (1*s.* 9*d.*) and the same sum on their return. Ferhan himself enjoys the tax called "Hemmel Bagdad," that is 4 gazis (14*s.* 6*d.*) for every load leaving by the desert route for Mosul, Diarbekr, or Aleppo. The agricultural Arabs pay him the tax called "Dhebeeha" and "Meneeha," that is, a sheep for slaughter and a milch ewe for every tent, besides sums in cash, according to the extent of the tribe, ranging from 150 gazis (27*l.* 5*s.*) to 600 gazis (110*l.*) per annum, and the usual amount of wheat, barley, and butter. The Shemr occupy the country about Nisibeen, Orfa, the Khaboor, and Sinjar during spring and summer, but late in autumn, and in winter they migrate towards Mosul and Bagdad.

Mines.—Although this Pashalik is very rich in mineral wealth no attempt has ever been made to take advantage of it. During my excursions, particularly in the northern Saert districts, I have seen rich copper, tin and lead ores, and in the neighbourhood of Chermook, eighteen hours south-west of Diarbekir, as also near Jezireh in the mountains, thirty miles from the Tigris, a very fair description of coal. The former is superior to the latter, which seemed, although it burnt extremely well, to have too much smoke, and the nature of its residue implied an undue proportion of

bitumen. The salt deposits and rock salt are very fine and pure; they exist principally in the Saert Sanjak. The trade is now a Government monopoly, the men working the pits and pans receiving from Government two paras per oke, which it sells for thirty paras. Allowing only three okes every month per house throughout the Pashalik, the revenue from this source alone ought to produce more than 7,600*l.* sterling per month, or more than 90,000*l.* per annum, whereas the gross proceeds for 1863 were only 11,600*l.*

Public Works.—With the exception of the telegraph none exist, although good carriage roads are a superlative necessity; the want of them is a great evil, and a material drawback to good government and the prosperity of the people. With very superior wheat at Mosul, five days off, at 15*s.* the quarter, the same measure, but a vastly inferior kind, selling in these famine districts at 2*l.*, it was not found possible to import largely enough so as to lower prices; and the majority of the poorer and labouring classes have, in consequence, been obliged to migrate to Mosul and seek there what neither the Government or the merchants could find means of furnishing them with, consistent with their limited resources. It is now four years that the electric telegraph was first established in this province and since that time communication has been established with Bagdad and Beyrout, *viâ* Aleppo; there is some chance, too, that we shall soon have a line connecting Diarbekir with Erzingan, Erzeroom, and Trebizond. There have been occasionally checks in its working for five and six days, but, generally speaking, repairs are pretty well attended to. The service itself requires vast improvement, not only to assure prompt communications of messages, and greater attention to the duties than at present, but also to put a stop to the publicity that is given to private telegrams by the officials themselves. There is no such thing as secresy, and, in fact, the office is more like a public smoking-room than anything else, where any one may go to pass away the time and pick up the news. The receipts do not cover the expenses for the three stations of Diarbekr, Mardin, and Jezireh, although the tariff for twenty words, which I subjoin, is sufficiently high.

	Piastres.		£	*s.*	*d.*
From Diarbekir to Constantinople	118	equal to	1	1	5¼
„ Bagdad	102	„	0	18	10¾
„ Aleppo	41	„	0	7	5¼
„ Mosul	50	„	0	9	1
„ Mardin	12	„	0	2	2
„ Jezireh	19	„	0	3	5¼
„ Kharput	11	„	0	2	0

The only language used is Turkish.

Bridges.—With the exception of two bridges, not accounting those over narrow streams, there are none worth noticing. The two alluded to are over the Tigris and the Batman Su. The first a mile and a half below Diarbekr town, of ten arches, was originally built, according to Abool Turrij, in the year of the Greeks 823, A.D. 512, by Yohaunna, a monk of Deyr Amr, who was subsequently Bishop of Amida (the old name of Diarbekr), to allow pilgrims to perform their devotions in his new church of the Forty Martyrs he had built on the opposite hill, and which as the "Kirkler Dagh" of the present day still retains its name, although the church has long ago crumbled into ruin. John Zimisces destroyed this bridge in the tenth century, in compliance with a vow he made of ruining the fortifications of Amida, he was then besieging. The city was at that time in the possession of a branch of the Hamdamdes, and defended by a sister of Hamdoun, their chief, with whom he had been on intimate terms. On his taking the town he complied with her persuasion and request, namely, that he could fulfil his vow by allowing the town walls to remain and ruin

the bridge, which was the real strength of the place. The present structure seems, according to the remains of an inscription on the eastern side, bearing date A.H. 440, to have been built on the ruins of the old one, during the lifetime of the Merwanide Nasser ed' Douleh ebn Merwan. The other bridge is a magnificent construction of a single pointed arch, sixty feet high, and apparently the work of one of the Ortokides, as far as I could make out from the inscription bearing the date of A.H. 643. There have been several other similar structures built over the large rivers, but all now, alas, in utter ruin ; one, in particular, over the Arzen Su, consisting of a double covered way, each one fourteen feet broad, and separated by a wall, must have been a noble building. Since Sultan Murad's Bagdad campaign there have been no bridges built, nor are the few that remain over the smaller tributary streams, kept in anything like regular repair. There are no made roads or canals anywhere in this province, nor have I heard that Government has any intention to undertake any works of such vital importance to its trade and prosperity, and absolutely essential to their proper development.

General Remarks.

Revenue.—The revenue is derived from the four principal items of tithe, Vergoo, Resoomot, and Aaneh Askerieh. The first being the tenth of all agricultural produce, vegetables and fruit, the second a species of house-tax, the third taxes on trades and occupations, and those levied on sheep and goats, and the fourth the sums paid by Christians only for exemption from military service, and which, though heavier, has taken the place of the old Kharaj. The following Tables will give these revenues for the Sanjaks of Diarbekr, Saert, and Mardin, each one separate, for the last three years, compared with the incomes from the same sources in 1855, as given by Mr. Holmes in his General Report for 1858.

Names of District.	Holmes, 1855.				1861.				1862.				1863.				Collective Population of all Creeds, in Houses.
	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	
	Piastres.	Piastres.	Piastres.		Piastres.	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.		Piastres.	Piastres.			
Diarbekir and Villages	559,055	839,980	419,130	This tax was not imposed this year.	860,000	230,000	300,000	128,000	1,040,000	336,270	349,800	Same in every year.	1,240,000	227,600	Same as in 1862.	Same every year.	11,258
Hazro and Mehrani	153,102	66,730	148,370		250,000	90,000	136,000	29,400	356,100	87,000	170,000		380,000	89,200			1,544
Sileywan	161,048	39,900	113,730		394,000	70,000	122,500	30,000	524,000	95,500	147,000		62,400	61,400			2,520
Hini	108,625	22,755	94,403		100,000	72,000	90,000	11,200	167,000	54,000	112,000		19,700	63,400			2,197
Lijeh	162,731	57,760	172,469		170,000	65,000	142,400	57,000	212,000	72,500	178,000		270,000	64,300			1,429
Chabakchoor and Menashkoot	87,508	15,400	109,424		100,000	61,700	96,000	3,400	146,400	53,200	120,000		176,400	60,700			2,358
Genj, Zigtee, Saoos and Yehkik... ...	54,790	10,040	72,777		60,000	38,000	62,000	3,000	71,700	32,800	77,600		80,000	28,400			1,814
Peychar and Harta	42,030	8,720	48,069		50,000	50,000	40,800	2,800	70,300	36,000	51,000		80,300	37,600			476
Kulp, Badikan, and Haneydan	72,433	16,270	76,353		100,000	30,000	26,400	7,000	134,900	56,800	33,000		154,900	57,700			1,708
Kheyan	34,915	12,575	40,528		50,000	30,800	35,200	6,700	56,000	32,700	44,000		66,000	32,700			703
Bisherri	180,130	21,750	197,986		300,000	48,000	158,400	55,000	360,000	55,900	198,000		230,000	46,700			2,331
Behramki, Kikee, and Turcoman ...	240,020	22,250	140,097		400,000	70,000	125,600	5,200	790,100	71,800	157,000		533,600	63,800			2,665
Deyrik, Mahab, Abi Gaur, Deshti Gaur, and Metinan	90,232	23,527	129,898		180,000	55,000	91,200	5,400	194,900	49,300	114,000		155,900	54,000			1,978
Omergan	*	*	*		50,000	23,000	48,000	Nil.	62,000	23,000	60,000		60,000	23,500			1,000
Total in piastres	1,946,619	1,157,657	1,763,234	Nil.	3,064,000	933,500	1,474,500	344,100	4,185,900	1,056,770	1,181,400	344,100	4,248,100	911,000	1,811,400	344,100	33,981
Total in £ sterling	17,380	10,336	15,743	Nil.	27,854	8,486	13,404	3,128	38,053	9,607	16,467	3,128	38,620	8,281	16,467	3,128	169,905 souls.
					Compared with 1855.				Compared with 1861.				Compared with 1862.				
Increase ... ... £	...	...	...	...	10,474	...	...	3,128	10,199	1,121	3,063	...	567	...	...	...	
Deficit ... ... £	...	...	...	...	...	1,850	2,349	...	...	...	...	...	...	1,325	...	...	

* Included this year in Diarbekir amount.

The following detailed Table of the Diarbekir town taxes will show their nature and annual values, as farmed, in 1863.

List of Diarbekir Town Taxes.	Yearly Value
	Piastres.
Small duties taken at the four Town Gates on cheese, milk, eggs, butter, &c.	8,700
Ihtisab duties on shops and trades	72,000
Taxes on dyeing cloths black	31,800
„ „ „ different colours	7,200
„ on the sale of Fish taken in the Tigris	3,100
„ on weighing goods at the Custom House (10 paras per bale or bundle)	35,600
Sole privilege of making and working rafts	10,000
„ „ of roasting coffee	13,000
Taxes on brokerage (Auctioneer's)	6,700
„ „ for lands and houses	7,000
Sole privilege of Ferry across the Tigris at Kutturbul	5,000
Taxes on Leeches	1,500
„ on the sale of horned cattle and sheep (10 paras per head)	7,300
„ „ of horses	18,700
„ on making candles, oil, and sweetmeats, called Shem Khaneh and Maajoon	26,800
Total Value	254,400
„ „ in £ sterling	2,312

The nature of these dues, although they differ of course in their amount, are the same in every Sanjak, Kuzaa and petty village in the province. They are farmed separately, to people engaged in this occupation, who sublet them to the heads of different districts. The revenues of the two Sanjaks of Saert and Mardin for the last three years, and compared with 1855, are as follows:—

Names of Districts.	Holmes, 1855.				1861.				1862.				1863.				Collective Population of all Creeds, in Houses.
	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aaskar. 3	Resoomat.	Vergoo.	Aaneh Askerieh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	
	Piastres.	Piastres.	Piastres.		Piastres.	Piastres.	Piastres.	Piastres.	Piastres.	Piastres	Piastres.		Piastres.	Piastres.			
Saert and Villages	23,250	137,425	63,766	This tax was not imposed in 1855.	30,000	180.000	61,000	15,000	35,000	132,800	68,400	Same in 1861.	160,000	160,000	Same as in 1862.	Same as in 1862.	3,724
Shirwan	246,234	45,862	153,116		190,000	60,000	101,000	30,000	250,000	91,800	126,000		196.000	61,800			3,361
Gharzan	124,770	25,225	136,693		227,500	52,000	120,000	30,000	205,000	40,000	150,000		189,000	40,000			2,577
Sassone	55,385	30,430	90,000		120.000	30,000	80.000	30,000	60,000	20,000	100,000		107,000	25,000			5,660
Gurdellan	30,600	4,400	24,022		42,000	10,000	19,000	3,700	28,000	7,300	19.000		57,000	23,000			448
Redhwan	121,600	19,700	114 282		110,000	30,000	156,000	19,500	130,000	34,000	195,000		130,000	30,000			748
Deyr Gul	214,055	38,605	260,150		200,000	200,000	249.600	50,000	200,000	55,000	312,000		57,300	28,000			7,420
Deh and Eyruh	95,380	37,975	114,900		130,000	50,000	100,000	32,500	45,000	55,000	12[illegible],000		81,000	11,000			1,497
Berwaree	74,605	7,170	81,500		100,000	30,000	50,400	21,000	69,000	20,000	63,000		70,000	19,000			2,525
Heezan and Ispaert	136,290	5,000	51,200		150,000	50,000	81,700	47,800	165,000	50,000	102,000		247,600	73,900			2,001
Total in piastres	1,122,169	351,792	1,089,629	Nil.	1,299,500	692,000	1,018,700	279,500	1,187,000	485,900	1,255,600	279,500	1,150,900	471,700	1,255,600	279,500	29,961
Deficit in £ sterling	10,019	3,141	9,728	Nil.	11,813	6,290	9,260	2,540	10,790	4,417	11,414	2,540	10,462	4,288	11,414	2,540	149,805 souls.
					Compared with 1855.				Compared with 1861.				Compared with 1862.				
Increase ... ... £	...	...	...	...	1,794	3,149	...	2,540	...	...	2,154	...	...	...	...	...	
Deficit in ... ... £	...	...	...	...	...	...	9,260	...	1,023	1,873	...	...	328	229	...	...	

Names of Districts.	Holmes, 1855.				1861.				1862.				1863				Collective Population of all Creeds, in Houses.
	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aaskar.	Resoomat.	Vergoo.	Aaneh Askerieh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askereh.	Aashar.	Resoomat.	Vergoo.	Aaneh Askerieh.	
	Piastres.	Piastres.	Piastres.	This tax not imposed in 1855.	Piastres.	Piastres.	Piastres.		Piastres.	Piastres.	Same as 1861.	Same as 1861.	Piastres	Piastres.	Same as preceding.	Same as preceding.	
Mardin and Villages	338,746	262,250	339,142		82,900	134,700	271,500	78,800	100,000	80,000			103,100	80,000			3,489
Nisibeen	201,200	18,000	129,419		345,000	116,600	218,600	32,900	337,500	110,000			400,000	100,100			3,537
Surgachee	148,525	15,233	91,058		150,700	20,000	53,600	Nil.	170,700	26,000			200,000	25,000			1,247
Sore	92,010	11,080	57,364		78,500	25,400	57,800	8,400	74,500	10,000			65,000	9,000			1,454
Mediat	448,860	128,005	393,262		498,400	183,600	393,200	96,600	345,000	90,000			220,000	86,900			8,184
Hajji Behram	43,000	9,750	122,510		42,500	89,700	122,500	22,500	22,500	156,000			51,000	104,000			3,173
Jezireh	350,000	144,150	190,141		380,000	310,000	290,100	42,500	400,000	450,000			380,000	438,000			4,503
Kuzaa-el-Khums	Not noted by Mr. Holmes				67,200	25,000	68,000	Nil.	53,700	29,000			70,000	29,000			1,576
Omerian					36,100	20,000	43,400	Nil.	43,600	11,000			30,000	10,000			840
	,,	,,															
Total in piastres	1,622,341	588,468	1,322,896	Nil.	1,681,300	925,000	1,518,200	281,700	1,547,500	962,000	1,518,200	281,700	1,519,100	882,000	1,518,200	281,700	28,003
Total in £ sterling	14,485	5,254	11,811	Nil.	15,284	8,409	13,800	2,560	14,068	8,745	13,800	2,560	13,810	8,018	13,800	2,560	140,015 souls.
					Compared with 1855.				Compared with 1861.				Compared with 1862.				
Increase ... ... £	...	...	...	...	709	3,155	1,989	2,560	...	336	...	...	...	...	...	...	
Deficit ... ... £	...	...	...	...	...	...	...	...	1,216	...	...	...	258	727	...	...	

The net increase of the separate Sanjaks for each year as compared with 1855, is—

	1861.	1862.	1863.	Total.
	£	£	£	£
Diarbekir ..	9,403	23,796	23,037	56,236
Saert	7,015	6,273	5,816	19,104
Mardin ..	8,503	7,623	6,638	22,764
Net Increase of three years over 1855				£98,104

But to arrive at the real increase the Kharaj usually paid before 1861—the amount is not noted in Mr. Holmes's report—and the increase in 1862, of 20 per cent. on the Vergoo, ought to be deducted. In the revenue Tables I have furnished, neither the tithes on galls or silk are taken into account, nor the sums accruing to Government from the salt or tobacco monopolies, all of which will be noted further on. It is as well to remark that the increase in the tithes and taxes does not indicate greater prosperity or an increasing population—for, indeed, it is in years of great scarcity and want that the former realises the largest sums—but it is owing simply to the fact that latterly, that is to say during the last seven years, Christians have been, year by year, competing more and more with the Moslems for the farms of the different branches of revenue, an occupation that, with its profits, were formerly nearly entirely monopolized by the latter. Some idea may be formed of the sums that were then yearly lost to the state by comparing the amounts now realised with those of back years. But, with the competition now prevailing, I do not think, regarding the question simply as a money affair, and apart from the abuses, and their consequences, practised by the farmers, and the bad debts that stand against their names, the Government would derive more than they do now by taking the collection of the taxes into their hands. For farmers, taking the round of their speculations, hardly gain 6 per cent; their great object being, not so much the profit they expect from the revenue, as to keep cash as long as they can in their hands, so as to have ready money to employ in other ventures, such as buying up claims against the Government, or loans that yield 24 to 80 per cent. per annum; and by employing means but too common in Turkey, they can with most governors generally fix their own time for payment. Supposing the authorities had at their disposal an efficient and honest staff, they could not certainly in Kurdistan be their own collectors under ten per cent. of the value of their taxes, without taking into consideration losses, and the occasional employment of the regular troops to enforce payments in disturbed districts. The farmers manage to evade any necessity for the latter by taking some of the chiefs into partnership, or by securing their good-will and aid by other means that would be hardly compatible with the dignity of the state.

The amount of taxes paid by each Moslem and Christian family varies greatly in different districts, owing to the unfair assessment when they were first imposed, and the consequent emigration of many families to more favoured spots. The following Table will show the sums yearly paid by each Moslem and Christian family, irrespective of salt and tobacco.

Names of Districts.	Moslem Tax per House.	Christian Tax per House.	Names of Districts.	Moslem Tax per House.	Christian Tax per House.
	Pias.	Pias.		Pias.	Pias.
Diarbekir Sanjak.			*Saert Sanjak.*		
Diarbekir and Villages .	161	195	Saert and Villages . .	65	84
Hazro and Mehrani . .	410	476	Shirwan . . .	114	172
Sileywan . . .	330	365	Gharzan . . .	147	186
Hini	160	184	Sassone	40	56
Lijeh	358	518	Gurdellan . . .	221	238
Chabakchoor and Menashkut	151	159	Redhwan . . .	474	546
Genj, Zigtee, Saoos, and Yehkik . . .	102	132	Deyr Gul . . .	53	115
Peychar and Harta . .	367	402	Deh and Eyruh . .	141	204
Kulp, Badikan, and Haneydan	143	156	Berwaree . . .	60	120
Kheyan	201	227	Heezan and Ispaert .	211	295
Bisherri	203	249	*Mardin Sanjak.*		
Behramkee, Kikee, and Turcoman . . .	283	309	Mardin Villages . .	81	139
Deyrik, Mahal, Abi-Gaur, Deshti-Gaur, and Metnian . .	163	198	Nisibeen . . .	160	188
Omergan	143	Nil.	Surgackee . . .	223	341
			Sore	88	122
			Mediat	92	134
			Hajji Behram . .	95	129
			Jezireh	245	283
			Kuzaa-el-Khums . .	104	156
			Omerian . . .	104	Nil.

The difference between the portions paid by Moslems and by Christians is due to the share the latter have to pay for the Aaneh Askerieh, or tax for military service. The general average of taxes for each Sanjak and the whole Pashalik per house and head is as follows in sterling :—

	Average of Taxes paid by each house in each Sanjak.		Average of Taxes paid by each person in each Sanjak.	
	Moslem.	Christian.	Moslem.	Christian.
	£ s. d.	£ s. d.	s. d.	s. d.
Diarbekir Sanjak	1 17 4½	2 4 7½	7 5¼	8 9¾
Saert	0 17 5¼	1 5 1	3 5¾	5 0
Mardin	1 3 7½	1 11 9¾	4 8½	6 4¼
General average tax for the whole Pashalik	1 6 8¾	1 14 2	5 4	6 10

Were the salt monopoly properly collected, it would increase the general average tax by 10*s.* a-year, allowing only three okes (9 lbs.) to every house per month; as it is, the sum accruing to Government is a little more than a fifth—13 piastres, equal to 2*s.* 4¼*d.*—while the tobacco monopoly, according to its present state of income, is simply 4 piastres (8¾*d.*) per house. These two items, added to the general rate, would bring the yearly taxes up to 1*l.* 9*s.* 9¾*d.* and 1*l.* 17*s.* 3*d.* for each Moslem and Christian house respectively, making the tax on each person 5*s.* 11½*d.* and 7*s.* 5¼*d.* per annum, a sum, which for its moderation would be unequalled throughout the world, were the average profits of the great masses on the same footing as in other countries. But when it is considered that a working man and family require annually five quarters of wheat for food alone, a money value this year, for the worst kinds, of 6*l.* 10*s.*, and, in ordinary years, of 2*l.* 10*s.*, it will be sufficiently obvious that his burdens are quite out of proportion to his gains, as shown under the head of agriculture.

All the laws, rules and regulations framed by the Sublime Porte for its subjects are just and liberal (and were they carried out in the same spirit nothing could be more admirable), but, unfortunately, they seem to be a dead letter, existing in theory only. So with regard to the levying of the taxes; in spite of their undue proportion to average profits, were they collected and proportioned honestly and fairly, under proper Government supervision, there would be some chance left for the poor; but, as it is, the rich and influential who have the distribution of the direct taxes among their community, pay, at the most, no more than 3,000 piastres (27*l.* 5*s.*) per annum, a mere nothing in comparison with their means; and in the districts the Keyhas and Aghas (priests and millet bashis) who assess the houses and collect the monies, actually make a large profit out of the business, and abuse the powers delegated to them for satisfying private pique against particular individuals. With the assessment and levying of the tithes on produce it is even more unsatisfactory; the farmer puts his own estimate of yield upon the crop, and the peasant has nothing to do but comply or desert his season's labour. This does not so much apply to wheat and barley as to other grains, vineyards, gardens, and tobacco plantations. The only remedies for these abuses seem to be a complete readjustment of the Vergoo, so as to exempt those classes who gain a livelihood by manual labour in the field, and others, such as domestic servants, earning less than 1,200 piastres per annum; and also with respect to the tithes to commute them for fixed annual payments after harvest, which would avert the loss and embarrassments caused by farmers, relieve the people, and enable them and the Government to know exactly what they had to depend upon.

The Government is administered by a Pasha of the first class, and the revenues by a Muhasebchi, or chief accountant, who has superseded the costly and intriguing Defterdars of former days. The military number 1,800 men, under the command of a Lirva, or Major-General. The province is divided into three Sanjaks of Diarbekir, Saert, and Mardin, the two latter governed by Kaimmakams under the Pasha. The Sanjaks are respectively subdivided into 13, 9, and 8 kurzaas, or districts—not including the seats of the several governments—over which are placed Mudirs, more generally selected from among the Pasha's servants or friends, but occasionally also sent from Constantinople. As at head quarters the Mudir is assisted by a local Mejliss, or council, and a writer to keep accounts and write letters; there are also unpaid Naibs, or Assistant Judges, to administer the law, appointed by the Cadhi of Diarbekir, to whom they pay a certain monthly sum for their post, the highest bidder being always the successful candidate. A small body of foot and mounted Zabtees are attached to each Mudir, as messengers and police. The following Table shows their numbers and pay, together with that of the Mudirs and clerks, and the monthly sums paid by the Naibs to the Diarbekir Cadhi for their posts.

Names of Kuzzaas.	Mudir's pay per Month.	Writer's pay per Month.	Number of Zabtees in each Kuzzaa.	Zabtee's pay per Month.	Sums paid by each Naib to Diarbekir Cadhi per Month.
Sanjak of Diarbekr.	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.
Hazro	1,300	300	10	750	250
Sileywan	750	300	9	750	360
Hini	750	250	10	750	440
Lijeh	1,000	250	10	750	500
Chabakchoor and Menashkoot	850	250	17	1,530	250
Genj, Zigtee, Saoos, and Yehkik	400	200	10	750	Nil.
Peychar and Harta	300	150	6	540	300
Kulp, Badikan, and Haneydan	750	250	12	1,080	350
Kheyan	350	200	8	540	170
Bisherri	1,000	300	13	1,170	450
Behramkee, Kikee, and Turcoman	1,000	300	14	1,260	475
Deyrik, Mahab, Abi Gaur, Deshti-Gaur, and Metinan	1,000	300	17	1,530	150
Omergan	500	200	8	540	Nil.
Total payments per month	9,950	3,250	144	11,940	3,695
Sanjak of Saert.					
Saert Cadhi pays to Diarbekir Cadhi	..	..	..	..	1,500
Shirwan	2,250	225	10	680	175
Gharzan	750	250	15	1,500	300
Sassome	1,000	250	15	1,500	200
Gurdellan	200	150	4	360	Nil.
Redhwan	650	250	10	900	180
Deyr Gul	1,000	250	35	5,450	250
Deh and Eyruh	1,000	225	30	5,000	60
Heezan and Ispaert	1,500	300	10	900	40
Berwaree	1,100	225	30	5,000	400
Total payments per month	9,550	2,125	159	21,290	3,105
Sanjak of Mardin.					
Mardin Cadhi pays the Diarbekir Cadhi	..	..	..	..	2,500
Nisibeen	2,000	250	63	5,670	500
Surgachee	750	250	9	810	120
Sore	500	200	14	1 260	50
Mediat	3,000	250	84	7,560	700
Hajji Behram	1,250	200	63	5,670	150
Jezrieh	2,000	200	135	12,700	1.000
Kuzaa-el-Khums	600	200	15	1,350	100
Omerian	350	200	8	720	Nil.
Total payments per month	10,450	1,750	391	35,740	5,120

With the exception of four Mudirs, the sums noted against the rest as monthly pay are obviously too small, considering they belong to no public service, and that they have neither pay or pension if relieved from their duties, to induce men of talent or honesty to accept such meanly paid posts; for although the emolument each one actually receives is one-half more, arising from their share of fees and fines, it is still far too small to provide efficient officers, and it results, therefore, that the classes holding these small appointments are, as officers, simply worthless and even dangerous; as they embroil the Government on every occasion of petty

dispute with the half-civilised Koordish chiefs. The few Mudirs that have been sent from Constantinople, and ostensibly fitted by education for their duties, are no exceptions to the general incapacity. The writers of the Mudirs are, at the same time the registrars of births, and prepare the lists from which army recruits are taken; they manage to eke out their miserable pittance by overlooking, for a douceur, occasional births, or omitting the names of able-bodied adults from the list referred to. It is unnecessary to say anything relative to the truly disgraceful practice of selling the Assistant Judgeships in th districts, the evil—from the means employed to ensure such posts—must be apparent.

The whole receipts, from all sources in tnis province for 1863, amounted to 179,532*l.*, against an expenditure of 43,493*l.*, as exemplified in the following statement.

Expenditure per Month.		Total per Annum.	Receipts.	Total per Annum.
		Piastres.		Piastres.
Pasha's pay ..	40,000	—	*Diarbekr Saujak.*	
Chief Accountant ..	5,000	—	Tithes	4,248,100
9 Clerks	4,500	—	Resoomat	911,000
5 „ correspondence.	1,400	—	Vergoo	1,811,400
Cawass Bashi, Chief of Police	1,000	—	Aaneh Askerieh . ..	344,100
2 Writers	450	—	Silk dues (Diarbekr growth)	80,000
Zabtees (300) Police ..	22,500	—	Galls (tithes on) ..	240,000
Pensions	20,000	—	Customs	700,000
Government charities ..	4,000	—	Salt	300,000
Prisoners	2,500	—	Tobacco (whole province).	400,000
		1,216,200	Post office	60,000
Customs	8,440	101,280	Telegraphs	36,000
Tobacco	2,800	33,600	Sales of waste lands (Tapoo)	850,000
Salt (Diarbekr Sanjak)	3,450	41,400	Passports	120,000
Telegraph	4,750	57,000	Petitions on stamped paper	30,600
Post Office	1,900	22,800	Trade certificates ..	13,200
Post-horses		38,500	Licence for carrying arms	6,600
Tapoo (Government office for sale of lands)		50,000	Stamps	155,000
13 Mudirs	9,950	119,400	Sundries	100,000
13 Writers	3,250	39,000	Total income of Sanjak	10,406,000
134 Zabtees	11,940	143,280		
Troops (expenses without pay)		313,700		
Totaliarbekr Sanjak expenses . ..		2,176,160		
Saert Sanjak.			*Saert Sanjak.*	
Kaimmakam's pay ..	6,350	—	Tithes	1,150,900
Accountant	1,750	—	Resoomat	471,700
2 Clerks	1,250	—	Vergoo	1,255,600
3 „ correspondence.	1,500	—	Aaneh Askerieh . ..	279,500
Treasurer	250	—	Salt	883,000
Arabic Writer ..	200	—	Sundries	50,000
Servant (Clerk's office) .	70	—	Total income of Sanjak	4,090,700
		136,440		
Chief of Police ..	500	—		
Assistant ditto (Yioz Bashi)	150	—		
Writer, Police ..	150	—		
60 Foot Police ..	4,800	—		
20 Mounted ditto ..	2,600	—		
		98,400		
2 Post Messengers ..	300	3,600		

Expenditure per Month.		Total per Annum.	Receipts.		Total per Annum.
		Piastres.			Piastres.
Salt and tobacco supplied to		40,000	*Mardin Sanjak.*		
9 Mudirs	9,550	—	Tithes		1,519,000
9 Writers	2,125	—	Resoomat		882,000
159 Zabtees	21,290	—	Vergoo		1,518,200
		395,580	Aaneh Askerieh ..		281,700
Total Saert Sanjak expenses		674,020	Salt		100,000
			Customs		500,000
Mardin Sanjak.			Post		118,000
			Telegraph		23,000
Kaimmakam's pay ..	6,250	—	Stamps and Passports ..		50,000
Accountant	3,500	—	Sundries		60,000
Correspondence ..	3,500	—	Total income of Sanjak		5,051,900
2 Chiefs of Police ..	600	—			
1 „ „ mounted	500	—			
200 Zabtees	27,000	—	Incomes of the Sanjaks of Diarbekir Saert, and Mardin, for one year, viz. :—		
Telegraph	3,300	—			
Custom house		133,000	Diarbekir		10,406,000
Haitas (300) and Chief .	25,000	—	Saert		4,090,700
Hire of houses for troops	1,666	—	Mardin		5,051,900
Rediff expenses ..	1,666	—	Government income from Wugguf property from the whole province, less expenses		200,000
Mosques and Schools		140,000			
Charity		30,000	Total receipts for 1863		19,748,600
Post-houses and horses. ..		130,000			
8 Mudirs	10,450	—	Total in £ sterling ..		179,532
8 Writers	1,750	—			
391 Police	35,740	—			
		954,864			
Total Mardin Sanjak expenses		1,884,064			
Sundry expenses omitted before		50,000			
Diarbekir expenses, one year ..		2,176,160			
Saert „ „ ..		674,020			
Mardin „ „ ..		1,884,064	*Net Government Income.*		
Whole province		4,784,244	Piastres		14,964,356
			£ sterling		136,039
Total in £ sterling ..		43,493			

The whole revenue for 1855, taking into account the farm of the custom-house and Kharaj, and deducting the revenues of Zacho and Chil Agha, since added to the Kaimakamlik of Mosul, was 111,450*l.*, and the expenses about 2,000*l.* less than at present, 41,475*l.*, leaving a balance of 69,975*l.*, against a sum of 136,039*l.* for this year. But to estimate the real value of 1863 over 1855, the new taxes, then unknown, amounting to a net sum of 32,088*l.*, ought to be deducted from this year's balance, which will then leave 103,951*l.*, or a real surplus over 1855 of 33,976*l.* There is, however, one circumstance that cannot be overlooked in estimating the real profits accruing to Government, and that is, the existence of a large amount of bad debts due by farmers, to the extent of 16,900,000 piastres, or 153,636*l.*, one-fourth of which dates twenty years back, and three-fourths only ten years accumulating each successive year to the present time. The proportion due by each Sanjak of this large sum is—

	Piastres.	£
Mardin	9,300,000	.. 84,545
Saert	6,000,000	.. 54,545
Diarbekir	1,600,000	.. 14,545

The simple interest on such a sum, at the most reasonable rate known

in Turkey, would swallow up nearly 15 per cent. of the balance recorded this year.

Under the Califate, that portion of territory included in the present limits of this Pashalik gave—according to Ebn Khaldoun—a net revenue of 11,750,000 silver dirhems, equal in value to 440,000*l.*, derived principally from the tithe on produce; and really, to anyone acquainted with the country, the fertility of its soil, abundance of water, and general climate, the amount seems small in comparison to the advantages enumerated. The peasants are naturally hard-working and industrious, and, as shown in this report, turn their hands readily to pursuits requiring skill and taste; there seems to be no reason, then, why the revenues derived from these parts under the Abbasides, should not be realised and even doubled in our day. Such a result requires, indeed, only a Government willing, honest, and strong enough to check corruption and assure security everywhere; the proper administration of the laws, not the abuse of them, as at present exemplified in every Mehkenneh and Mejliss in the country, and free, unfettered permission, consistent with the obligations binding upon foreign settlers, to all who choose to introduce their enterprise and capital into the land; all other necessary improvements, sufficiently obvious as not to necessitate repetition, will naturally follow in their train.

Diarbekir, March 31, 1864.

SERVIA.

Report of Consul-General Longworth on the Trade of Servia for the Year 1863.

Population, Extent, and Territorial Divisions, Climate, Boundaries, &c.

Servia, with a population of 1,100,000 souls, occupies an area of 21,000 square miles, between latitude 42° 45′ and longitude 17° 23′.

It is divided into eighteen districts or *nyahs*, each under a separate governor or *natchaluik*. These, again, are distributed into a hundred administrative subdivisions or circles.

The climate of Servia, compared with that of other countries situated within the same degree of latitude, is less temperate than might be expected. This may be owing to its greater average elevation, being composed of highlands, though not of high mountain ranges, which, however, are to be found in the adjacent provinces of Austria and Turkey, encompassing Servia almost on every side with a continuous screen formed of the Carpathians to the north and north-east, the Hoemus and Skardus to the south, and the Bosniac mountains to the west. All these admitting air-currents through the passes and wider openings left by them, must occasion, together with great atmospheric disturbance, sudden extremes of heat and cold, as evidenced by hail-storms, waterspouts, and other phenomena. These extremes are, during the summer time, more particularly felt at Belgrade and along the whole course of the Danube, as the flats through which it (as well as the Save) winds its way, are lower than the valleys of the interior. In the winter, on the other hand, these rivers being more quickly frost-bound by the ice descending from the mountainous regions to the north and north-west, must necessarily increase the intensity of the cold on their banks. The thermometer (Fahrenheit) sinks to three below zero in the winter, and rises sometimes in the summer to more than ninety degrees. The climate of Servia cannot be said to be healthy. Periodically inundated on its borders, and occasionally in the interior, the country is a prey to the fevers caused by exhalations, while the hot and cold winds rapidly alternating, have a parching dryness productive of, and peculiarly unfavourable to, bronchitis and pulmonary affections.

The boundaries to the north are formed by the rivers Save and Danube, and to the east in great measure by the Danube and Timok, and a chain of hills taking a southerly direction till it meets some of the northern spurs of the lesser Balkans. Ridges of the Lephanatz and Statibor mountains, together with the waters of the Ibur, in part of its course, bound the country to the south, and the river Drin to the west. Where the natural boundaries cannot be distinctly traced, an artificial one has been extensively supplied in the shape of a fence or *tchit*.

Mountains.—The surface of the Principality is covered by an intricate network of inferior mountain ranges, which are prolongations, apparently, of the systems developed in the neighbouring countries. A chain connected with the Carpathians of Transylvania runs in a southerly direction along the frontier of Bulgaria. Offsets of the mountain systems of Macedonia and Upper Moesia spread over the south of Servia as far as Rudnik, which forms the nucleus and central knot of all these lesser ramifications.

But the highest group is situated to the west of Servia, confronting in

a triple amphitheatre the Alpine ranges of Bosnia, and thus indicating, though separated by the Drin, their derivation.

The midland districts of Servia, between the rivers Morava and Coulubara, have been described as plains, but they also are traversed from north to south by a broad tract of low undulating hills, which till lately densely covered with oak forests, though now extensively cleared, was called *Shoumadia*, or the leafy, being the part of the country peculiarly regarded as the home and shelter of the Servian race. This range of hills begins with the tongue of land which protrudes with the fortress of Belgrade upon it, into the waters of the Danube, where they mingle with those of the Save. It thence recedes inland, its successive crests of Avala, Kosmar, Bukovic, Vouchatz, and Soubar being on an ascending scale of elevation, but none of them exceeding 2,000 feet. It is finally lost in the mountain cluster of Rudnik (mineral mountains), the central peak of which towers like an observatory over all those of the interior. This range has also apparently its prototype in that of Frouth-kagora, in the Austrian province of Slavonia, which presents similar features of isolation, rounded form, and moderate altitude; it is clothed, also, with oak forest, and terminates in the headland on which is placed the fortress of Peterwardein, and which causes a similar sweep of the Danube there.

Independent of these lower ranges, which can be traced to the mountain systems of the surrounding countries, there are detached mountains and chains of considerable elevation.

The Copanik range extends N.N.E. from the neighbourhood of Novi Bazar, in Turkey, far into the interior of Servia. The highest mountains are those of Stol and Hrtan, in the eastern districts, attaining each about the height of 4,000 feet above the level of the sea. Stol and Strelin, in the south, rise respectively to the height of 3,800 and 4,200 feet, and to the west are the mountains of Outchaw and Medevink, both of which are upwards of 3,000 feet high.

Rivers.—The Danube and the Save, which form the broad natural boundaries of Servia to the north, should, in describing the rivers of the country, be distinguished from the smaller tributary streams which intersect or divide it from the other Turkish provinces; and this not only on account of their size and navigable advantages, but because they furnish the great European thoroughfares in which Servia, otherwise insignificant, has her portion with surrounding empires.

In the extent, indeed, to which she occupies their banks, we have, more than in anything else, the measure of her real importance. The benefit, however, which Servia has to this time derived from these great natural advantages has been next almost to nothing. For the navigation of these streams she is ill-provided with boats and barges of the most ordinary description. And now that the traffic, both for merchandise and passengers has to be, in a great measure, performed by steam, she can scarcely be said to be provided at all, the only part of the transport to which she contributes being that of sand and wood.

Under these circumstances, some abortive attempts have been made, chiefly through foreign enterprise, to secure to her some small share in the benefits arising from steam-navigation The ill-success of the French and English companies has been owing, apparently, to the want of capital and confidence, which, as the nature of their operations and the difficulties they have had to encounter become better known, can be a matter of no surprise. They have, in the first place, had to contend with the opposition of the Imperial Austrian Steam Navigation Company, exercising a virtual monopoly, with a capital of 2½ millions sterling, owning a fleet of 130 steamers and 492 barges, and backed by a guarantee from the

Austrian Government of 7 per cent. It has long been in possession of the field, and has a large property in wharves, works, warehouses, and other establishments both afloat and on the banks of the river, together with coal-mines, at convenient distances, on different points of the Upper Danube. These, however, form but the least part of their advantages. Others, resulting from political regulations, are still more decisive.

A general impression, I believe, prevails that the navigation of the Danube was, by the Treaty of Paris, rendered completely free; but this is founded in error. There are the same restrictions on its freedom as on that of the Rhine, to which, indeed, it was by treaty assimilated. By these, vessels under foreign flags are only permitted to touch at one point on the river wherever there may be a custom-house. The river traffic is restricted to vessels under the flags of the Riparian Powers. So that, to navigate the Danube on the same footing as they do, foreign companies would have to forego the protection of their own flags and adopt that of Servia,—a course to which, as regards security, there would be a most serious objection. They would, on the other hand, under their own flags, have to confine their operations to the Servian side of the river, and, in in that case, would certainly not find them remunerative. Besides the competition of the Austrian Steam Navigation Company, the rapid extension of railway lines being already carried out or projected, serve still further to diminish the chances of success. For these reasons, therefore, the Servians find these great rivers of no avail, making little or no use of them, even in the way of fishing,—and this from the want not only of any but the rudest appliances, but even of common industry.

The Save has its source in the mountains of Styria, and flowing between the Austrian and Turkish provinces, in an easterly direction, joins the Danube at Belgrade. It has an average width of 350 feet, with a soft bottom and rapid current, varying often, in depth, from 15 feet to a level at which it becomes unnavigable. This is rarely the case, however, as, by steamers of light draught and 100-horse power, of which there are a certain number belonging to the Austrian company, it can almost always be navigated. From the melting of the snows in the high mountains of Bosnia and Styria, it is at its greatest height (causing inundations along its whole course) during the months of March and April. In the autumn months, there is an occasional drought. The Austrian steamers navigate as high as Sissek, a town of Austrian Croatia, to which it takes two days' steaming from Belgrade, and thence there is railway communication in twelve hours to Trieste.

From the south-westerly point of the Servian bank to Belgrade—that is, the part of Servia bordering on the Save—the distance is 75 miles. The extent of frontier watered by the Danube, from Belgrade to Radouevatz, is 170 miles. These rivers are, every winter, either partially or entirely frozen over; but the Save, from its rapidity, is less liable to frost than the Danube. In both there are several thickly-wooded islets, but only one of them belonging to Servia. It is situated in the Save, at a short distance above Belgrade. Another is occupied by a Turkish fort, a little below Orsova. The rest are subject to Austria. This part of the Danube is too well known to need description. At the passage of the Iron Gates, the shallows, rapids, whirlpools, and rocks, present, in the autumn, serious obstructions to navigation, so that steam-boats of peculiar construction, and land-transport, in some places, are required for the passenger-traffic. The most experienced Austrian engineers have given it as their opinion—with what degree of credibility I cannot say,—that these hindrances to navigation are, from various causes and considerations, and, among others, the danger of extensive inundations if the channel be cleared, insuperable.

One of the most considerable inland streams of Servia is the Drin, rising in the mountains of the Herzegovina, and emptying itself in the Saveat Ratscha. It forms, to a great extent, the boundary between Bosnia and Servia. During a part of the year, it is but a broad and rapid torrent, sweeping, in its course, all sorts of detritus, trees, stones, and vegetable matter. It varies from 100 to 200 feet in width, and is about 9 feet in depth. It is navigated by a few small boats as high as Zvornik, and when flooded, as high as Vishegrad. Nothing whatever has been done to improve the navigation of this river; nor, indeed, from the strength of its current, is it greatly susceptible of improvement.

Morava.—This river flows through the interior of the country, rising and falling as the season may be dry or wet, with sudden fluctuations of width and depth, yet supplying an average depth of ten feet, and unlike the Drin, rarely shifting its bed; it would, with the necessary embankments and other works, which might be cheaply executed, furnish the means of inland navigation; it is, of all the rivers of Servia, the only one that could do so to any considerable extent. It rises in the Statibor range of mountains, and with its affluents, east and west—the Detchnia and Bulgo-Morava, takes, after its junction with the latter, a northerly course, through the most fertile plains and vallies of Servia, to the Danube, into which river it falls some distance below Semendria. The navigation is at present considered good only as high as Posharevatz, and this only for boats of light draught, but after heavy rains it is navigable as far as Kupria, and rafts and timber can always be floated down the stream. Like all the Servian rivers, great or small, it is almost entirely unprovided with bridges; there are no facilities of communication in this respect, nor is the immense water power these streams supply converted to any useful purpose, unless it be for the propulsion of the rudely constructed flour mills to be found in some places on their banks.

The Timok, which, in scooping a channel for its waters, separates Servia from Bulgaria, is, like the Drin, too rapid for navigation.

The Coloubara, flowing northward into the Save, is a sluggish and insignificant stream, navigable only at the mouth.

And the Ibur, also unnavigable, rises in Upper Albania, and joins the Morava in the south of Servia.

Roads.—Much credit is assumed, and not without some reason, by the Servian Government, for the attention it has given to the construction of roads in every part of the Principality, which in this respect presents, or rather did till lately present, a striking contrast with the neighbouring Turkish provinces. Some of them on the principal lines of communication are macadamized, and twenty-five feet in breadth, with side drains, but others are not so good, and in the rainy season hardly practicable. To keep them in repair, unremitted supervision is required on the part of the authorities, the people of themselves being indisposed to exertion of any kind. In the vicinity of the mines—those of Rudnik and Maidanpek, for instance—the roads have been so much neglected as to have become almost impassable. The best roads, and those best kept up, seem to have been made for military purposes, that, for instance, on the Wallachian and Bulgarian frontier, between Feth Islam and Negotin, and that between Belgrade and the military arsenal of Kragugevatz, and another in the direction of the Bosniac frontier, by Losnitza.

Servia is to this time without railroads, though several projects have been set on foot for supplying her with them. The one most likely to be carried out is along the valley of the Morava, passing through a flat country, and showing few engineering difficulties. It would enable her to dispose of the produce of the most fertile part of the country. Leaving Servia near Alexinatz, it would meet a projected line from Constantinople,

and being connected at the other end with the Austrian railway at Bazias, would present an uninterrupted line of rail between Vienna and Constantinople.

Proposals with a view to a concession for this line have been made by English capitalists.

Forests.—One of the chief national resources of the Principality is its forests. They abound in trees of every description, but those which predominate and are valued above the rest are oak, beech, and pine, rastova, bukova, and ychanova. The oak flourishes principally in the south and midland districts; the pine is to be found only in the higher mountain ranges, near the Bosniac and Albanian frontiers; beech woods cover the north-western districts of Servia. Trees of the noblest height and girth are to be found in every part of the country; and there is abundance of timber for houses and ship-building. The means of transport are, however, wanting; neither are there any machines for sawing; nor is water-power, though abundant, applied to that purpose. There is nothing, in fact, but the woodman's axe, which, together with the agency of fire, is employed in the daily demolition of these forests, which thus yield little but firewood and charcoal. This prodigality has been strongly reprobated by the reigning prince, who, in his speeches to the National Assembly, has told them "the forests are a species of natural wealth, which, as they have inherited it from their forefathers, they are bound to transmit unimpaired to their posterity." Of this wilful waste, and the manner in which it takes place, instances are afforded in the preparation of pitch, resin, and potash, to procure small quantities of which the people cut down indiscriminately whole forests of fir; whereas, if economized, these resources would be most valuable. Their foolish extravagance may also be seen in a custom which assigns a full-grown oak tree to every selliac or Servian peasant for his coffin. The last Skupstchina very properly proposed a law against this abuse. The forests, which are the property of the State, are comparatively limited in extent; and for the reasons already assigned even these are in some parts of Servia, for building purposes, unavailable. It is a remarkable fact, that the pine wood used for building at Belgrade is brought by water-carriage from Styria and Bosnia.

Geology.—The geological formations throughout Servia are of the tertiary kind, consisting chiefly of clays, limestone, marl, &c.; but though the surface betrays nothing positively volcanic, volcanic action may be traced extensively below in many parts of the country, and more particularly near the mines of Rudnik and Maidanpek. Volcanic action is also visible in the coal mines at Dobra. The strata, lying at a very obtuse angle, are much broken; and the coal is in irregular masses, and intimately mixed with shale and rock.

Mines, Mineralogy, &c.—Coal of an inferior description is to be found in many parts of Servia. At Kupria, on the Morava, much brown coal has been discovered. It was used for ten years for iron smelting at the arsenal of Kragugevatz. From unskilfulness, however, in mining operations, and expense of carriage, it was found not to answer, and has since been replaced there by wood and charcoal. There is a good deal of lignite coal at Golumbatz and Bernitska. At Dobra, not far from the Danube, extensive coal fields have been discoverd. Essays have been made there by French and English companies, the result of which, so far, has been to establish only the existence of stone coal, mixed with shale, from which oil can be extracted. Considerable seams of lignite coal have been opened at Brza, Palauka, and Negotin, and in many other places of the interior. It is highly probable that a more scientific exploration, with adequate outlay, would bring to light coal of a superior

quality in Servia. Such as is already known to exist could scarcely at present be applied with profit to steam navigation on the Danube, though with railway facilities in the interior, it might doubtless prove available. The most valuable mines in the country, though not worked at this day, are known to be those of Rudnik. They are in the most central part of it, where the formations have been more than elsewhere submitted to volcanic agency. These are very ancient mines, having been opened at different epochs of the Roman and Byzantine empires, though the excavations do not appear to have been made on very scientific principles. The chief drawback to working them at present is their situation in the most inaccessible parts of the country; to which, except at a ruinous cost, it is impossible to transport machinery, and from which there would be equal difficulty in conveying produce. That of Rudnik is of various kinds, consisting of copper, lead, silver, cobalt, nickel, gold, and alsanic, and yielding, it is said, in almost all of these ores, a fair per centage of metal.

Maidanpek, which produces copper, iron, and graphite, is the only mine in Servia upon which experiments have been made on a considerable scale; and these hitherto may be said to have completely miscarried.

The reasons for this were in the first instance much the same as those assigned for the abandonment of the mine of Rudnik, namely, the impracticable nature of the country in its neighbourhood, and the difficulty of transport, though the distance from the Danube is here not more than forty miles.

The history of these mining transactions is instructive. The Government first undertook to work the mines sixteen years ago on its own account. Works and machinery were established there with the assistance of Austrian miners and engineers, and with an outlay in fixed capital of more than 50,000*l*. But its floating capital was inadequate to the task, and finding, after some years trial, its operations not only fruitless, but attended with heavy loss, it at length broke up the establishment. The enterprise was, in the year 1859, resumed by Prince Milosch, who, on his restoration to power, determined to inaugurate, among other things, a new era of material prosperity. But for the skill and capital necessary to such undertakings, and which, as Servia could not furnish them, had to be sought for abroad, he, as might be expected from his knowledge of such matters, had recourse to a projector who presented himself, and who, combining the mining project with another for the navigation of the Danube, from which he engaged to exclude in a very short time the Austrian company, obtained from him concessions for both. Of these, though exceedingly favourable, yet being without connection or credit of any kind, he must have found some difficulty in disposing; which, however, he at length did to other parties in France, it being one of the chief conditions of the agreement, that for some gratification paid in ready money to himself, he should in the interest of all concerned, have nothing further to do with these concessions.

The directors of the company thus formed, having been previously interested in an enterprise for the navigation of the Rhone, which had been subsequently abandoned in consequence of railway competition or other causes, had remaining on their hands a certain number of steamers, which had been specially built for, and had already done their work in that service. With these forming the principal part of their stock, and without knowing or seeming to care how far they might be suited to the traffic of the Save or the Danube, or what opposition they might have to expect from the Austrian company, they undertook to execute both contracts, that for mining, as well as the other for navigation. But out of the six steamers they had engaged to furnish, only two ever reached

their destination; three foundered, on their passage out, in the Black Sea, under circumstances that entailed a lawsuit, terminating in a compromise between them and the underwriters of the London Lloyds' Company. What has become of the sixth and remaining vessel nobody appears exactly to know, it being variously reported to be detained at the Dardanelles and at Marseilles, or, according to another version, is still navigating the Rhone under the French flag. The last supposition, however, as implying a breach of certain engagements, entered into at Belgrade, and in virtue of which it should, with the two others there, be now under the English, and not the French flag, would be scarcely admissible.

The fact is that the company, as far back as the year 1862, in its colliery and navigation character, underwent a transformation, having since that time been known as the Anglo-Danubian, instead of the Franco-Serbian company. The conditions of the contract, whereby the speculation was transferred from the French *bourse* to the British Stock Exchange, were at first not very distinctly understood at Belgrade. None, therefore, could be more surprised than the Servian Government itself when it transpired, that for a concession which had cost the French company nothing, and of which nothing could be made by them in the French money market, 60,000*l.*, in addition to 15,000*l.* in ready money for the three boats, no longer serviceable on the Rhone, was agreed to be given as gratuity, and in the shape of shares by the English company.

Transactions like these need no comment; but the most extraordinary feature of them is, that the Servian Government, with a subsequent knowledge of these facts, and notwithstanding the astonishment it had expressed at them, should only a few months afterwards give its sanction to a contract so questionable, thereby making itself virtually accessory to them. If the shares thus valued at 60,000*l.* could have been realized in England, the public could scarcely have been expected to believe that the French company were the only parties to whom benefit was to accrue from them. As it was, however, they proved to be of no value—of no more value indeed than the *bonâ fide* shares which had been issued in the London market, and in respect of which, by a common fatality in which all the affairs of both companies are involved, proceedings were instituted in the English Courts.

The French company in the meanwhile were no doubt well pleased to be rid of their responsibility in an enterprise, the real prospects of which must have long before been appreciated by them. But the mining speculation of Maidanpek was, they well knew, a far more hopeful one. With capital and credit there was every chance of lucrative returns from it. So that although, what with the insufficiency of these, and what with vain attempts to dispose of their concession in foreign markets, they could by no means be said to flourish, they contrived, nevertheless, to maintain for some years a precarious existence.

In the course of last year there appeared even to be some improvement in their affairs. From some mysterious source capital flowed in upon them, their hopes revived, and wages even were realized by the work-people. The parties by whom these funds were indirectly, and through a rather complicated process of mortgage advanced, were discovered to be, as in the case of the navigation scheme, English. The interest they had secured, however, was not in the mines, but in the neighbouring forest, which the company, as it had been made over to them for the supply of fuel in their mining operations, claimed, in virtue of a passage in the contract relative to the sale of superfluous cuttings, a right to dispose of as building timber to an extent by no means contemplated by the Government. But this point, which was being contested between them, was all at

once set at rest by intelligence of an unwelcome nature received from the English friends of the company, and conveying the certainty that no further aid could be expected in that quarter. The Government thereupon had recourse to measures, to say the least, harsh and summary, sequestering the property and personal effects of the directors and agents. Here, however, the enterprise entered on a new phase. Another and extraneous element was introduced into it, so far decisive as not only to obtain for the company reparation for the outrages complained of, but to replace them in the position which, by repeated violations of their engagements, they were thought to have forfeited. As to the stoppage of their supplies from England, some light has been thrown on the circumstance by information contained in a City Article of "The Times," published about that period.

Alluding to the failure of the Leeds Banking Company, and to the desperate expedients by which its sinking credit had been sustained, the writer mentions, among other schemes, one for felling the forests of Servia, and floating them down the Danube. It was on the buoyancy of this speculation that fabricated paper to the amount of 100,000*l.* was set afloat on the money market, all of which will now have to be taken up by the shareholders of this bank.

But bad as these results may have been for them, they have been no better for Servian mining affairs (I do not allude to those of the French company, as all that they may have received of the money thus obtained amounts at the most to three or four thousand pounds, and can have served only to retard the crisis in this affair for as many months); but transactions of this nature must have a fatal effect on the prospects of legitimate enterprise.

Servia has in this respect been truly unfortunate. Though situated on the confines of civilization, the improved means of communication have brought her within easy distance of the great centres of European capital and commercial enterprise. But her mining resources, no doubt considerable, if the Government would only do justice to them, must be developed by other means than jobbery and exaggeration. As much mischief, perhaps, has been done to her in this way as by her political patrons and protectors, for there is an inevitable reaction which after delusion superinduces mistrust. The best thing, therefore, that a friend can do for her, is to set these matters in their true light, when it will be found among others, that with better management, and a right application of skill and capital, the mines of Maidanpek, though the establishment has now been thrown out of repair, and the neighbouring forests much devastated, may still be worked with fair prospects of success and advantage. It is to be hoped that the Servian Government will profit by these lessons.

The following particulars have been derived from a reliable source:— The mines of Maidanpek are situated in the neighbourhood of the villages of Cousnitza and Bakarintza, on the northern slopes of the Maidanpek mountains. They contain iron, copper, and graphite. The iron is found chiefly in the form of brown hymalite, in veins varying from 5 to 50 feet in thickness, and yielding from 45 to 59 per cent. of iron.

The works consist of a large furnace, which can produce from four to five tons of iron in twenty-four hours; a cubilot for remelting cast iron, which can melt about three tons in ten hours; a moulding department, for finishing off projectiles, where 400 can be completed in twenty-four hours.

The copper is found in veins, as also in separate lumps, in the form of sulphate and pyrite of copper. The richness of the mineral is very

variable, containing from 2½ to 54 per cent. of copper, but it is generally considered to yield an average of from 10 to 12 per cent.

These mines are worked by nine horizontal galleries, comprising a total length of 3,700 feet.

The motive power of the machinery is hydraulic, and if in regular work, about 125 tons of red copper can be produced per annum, which sells at Vienna at from 100*l.* to 104*l.* per ton.

More attention to economical principles in the cost of production seems to have been paid in working the mines of Kuccina, not very far distant from Maidanpek, which have been consigned to a German miner; its products are lead, silver, zinc, fireclay, and lignite coal. Zinc is the metal now chiefly extracted—as much as forty tons per month are made, which fetches at Vienna 25*l.* per ton.

A lead mine also at Loznitza, worked, though on a small scale, by the Government, is said to be remunerative.

Among the mineral resources of the country hitherto imperfectly explored, are said to be gold washings at Zachar, on the Bulgarian frontier; fireclay and lithographic stone at Valjevo; and magnetic stone, lead, silver, and copper in the Copanik ranges of mountains on the frontier of Northern Albania.

Revenue.—The average revenue of the Principality had for many years previous to 1861, when the Skupstchina or National Assembly, at the instance of the Prince, attempted some innovations both as to mode and amount in the taxation, been estimated at about a quarter of a million sterling. It was in a great measure supplied from two sources, a capitation tax of five thalers, or a pound sterling, on every male adult, amounting in conformity to the census of the population, which was till lately considered stationary, to 200,000*l.*, and a tax of three per cent. on imports and exports, the annual net proceeds of which were about 50,000*l.*

Both these imposts trace their origin to the time when the province was under the direct administration of the Porte, the capitation tax corresponding with the *kharatch* levied on Christians, the distribution of which was left to their own municipal authorities, while the tax of three per cent. on imports and exports resulted from an arrangement in virtue of which the Porte abandoned the customs of the province to the local Servian administration, on condition that they should be restricted to that rate, and that the Supreme Government should receive a fixed annual compensation, to be included in the tribute. It may be here stated that these duties of three per cent. were further secured by special treaties between Austria and Turkey, rendering them permanent in respect to all the conterminous provinces of the latter. The Porte, by two subsequent treaties, has modified, in different ways, its customs with respect to other parts of the empire, but in these frontier provinces the three per cent. duties are still maintained. It is true that no other power but Austria is in possession of these peculiar treaty rights, but this is a matter practically of little consequence, as she is the only foreign power that has direct commercial relations with Servia; and were it not so even, the same advantages might always be claimed by other European Governments in virtue of "the most favoured nation" clause, which is inserted in all their treaties with the Porte.

One of the points, however, on which, for political as well as financial reasons, Servia is most tenacious, is that of framing her own tariff, which by right should be assimilated to that of Turkey, to which there can be no reasonable objection, it having been regulated by a mixed commission of foreign and Turkish merchants.

Servia, however, insists on the exclusive control of her own tariff,

and this she has adjusted on a scale notoriously unfair as it is arbitrary. Notwithstanding its complaints, the Austrian Government has not yet succeeded in enforcing its rights in this matter.

The revenue of 250,000*l.* thus raised has of late years been viewed with increasing dissatisfaction by the Servian Government. It presents, certainly, a strange contrast with their pretensions and the position they aspire to as a nation. Among these foreign relations and a budget are the most remarkable.

Budgets.—As Servia, therefore, must needs have a budget, and as, with a revenue only of 250,000*l.*, its appearance would be hardly respectable, the ingenuity of the Finance Minister has been taxed to swell the items, so as to obtain that desirable end, and in some measure meet the anticipated expenditure.

BUDGET OF 1863.

REVENUE.	£	s.	d.
Tithes and Revenues in kind	333	6	8
Rent of the State lands	3,333	6	8
Interest of Money lent on Mortgage	833	6	8
State Printing-office	2,500	0	0
State Farm at Topchederic and Sale of Horses	1,000	0	0
Post-office	2,500	0	0
Telegraph	1,666	13	4
Administration of Justice	3,500	4	8
Poll-Tax	202,663	17	8
Customs	40,000	0	0
Tribunals	8,333	6	8
Auctions and Quarantine	4,666	13	4
Unforeseen Contingencies	35,000	0	0
Extraordinary Poll-Tax of Two Ducats per head	190,833	6	8
	£497,164	2	4

EXPENDITURE.	£	s.	d.
Civil List of the Prince	20,000	0	0
Tribute to the Porte	21,230	14	8
Subsidy to the Patriarch at Constantinople	81	16	4
Expenses of the Skupstchina	500	0	0
Expenses of the Senate	8,562	16	0
Interest of 300,000 Ducats of Debt	11,200	0	0
Unforeseen Contingencies	2,000	0	0
Additional Contingencies	15,589	8	0
Accountant-General, &c.	4,091	12	0
Pensions and Allowances	3,410	0	0
Justice	48,140	9	0
Public Worship and Instruction	23,375	14	8
Foreign Office	15,956	14	8
Home Department	89,361	9	8
Finance	42,505	10	0
War	166,665	13	4
Public Works	14,491	4	0
Balance	10,000	0	0
	£497,164	2	4

But though not so careful as they might have been in safeguarding the property of their respective subjects, too much power over which was accorded to Servian tribunals, they were all ultimately agreed as to the necessity of giving up no part of the protection they exercised in respect to life and liberty.

It was admitted, indeed, by those who had conceived the most favourable opinion of these tribunals, that their procedure offered under its present forms, and more particularly as regarded criminal information and the preliminary processes, no adequate security for the accused. Since the transmission of the protocol of this consular commission to Constantinople, no further measures have been taken. The diversity of opinions and interests prevailing among those who had to be consulted on the subject, must, no doubt, have occasioned some demur and difficulty.

In the meanwhile, the precise limits of the jurisdiction to be respectively assigned to the consular body and the Servian tribunals have never been authoritatively defined. Custom, yielding only to systematic encroachment on the part of the Servian Government, is an unsatisfactory rule to refer to; and worse than this is the knowledge that, in cases of denial of justice, or positive infraction of treaty rights, the remedy to be obtained, by appeal, in the first instance, to the Porte, which has the greatest difficulty in settling any difference of its own with the Servian Government; or, finally, to all the guaranteeing Powers of Europe, who can be seldom brought to agree upon any single point in reference to Servia, is, to say the least, anything but certain or satisfactory. The knowledge that such is the case, must, in more ways than one, interfere with the course of justice. It must be felt that, to put all this diplomatic machinery in motion, involves great responsibility, and that few, therefore, would venture to do so unless for objects of more than ordinary importance.

The Servians, on the other hand, cannot but be fully alive to, and no less disposed to take advantage of, the privileges of their position under guarantee.

There can be no doubt that any foreign government would, whenever the Servians chose to resist their claims, find it more difficult to obtain justice for their subjects from them than it would, under the same circumstances, from the Sublime Porte, or, indeed, from the most powerful European government.

As to the Servian tribunals, to which any relaxation of the system of consular protection, under which European subjects claim to live here, must give additional power and jurisdiction, the opinion I have expressed of their legal attributes and qualifications is not such as to inspire great confidence.

Circumstances, also, have lately transpired which, however they may affect their character for integrity, must have had a fatal influence on what is equally important—their independence. In proof of what I assert I have to refer to some recent proceedings of the Government in a state trial relating to an alleged conspiracy against the Prince.

On this occasion, the four judges of the Supreme Court of Appeal, the highest legal authorities in Servia, were, for refusing to shape their sentence in accordance with the views of the Government, themselves judged before a Commission *ad hoc*, and condemned to four years' imprisonment and deprivation of their civil rights.

No steps could have more effectually conduced to throw discredit on the tribunals than these. In a solemn protest, the judges declared it was not they, but the Government, who had violated the laws. However this may be, the tribunals have certainly been degraded and sacrificed by these proceedings How can they be upright or impartial if no longer independent?

Budget of 1863.

Revenue.	£	s.	d.
Tithes and Revenues in kind	333	6	8
Rent of the State Lands	3,333	6	8
Interest of Money lent on Mortgage	833	6	8
State Printing-office	2,500	0	0
State Farm at Topchederie and Sale of Horses	1,000	0	0
Post-office	2,500	0	0
Telegraph	1,666	13	4
Administration of Justice	3,500	4	8
Poll-Tax	202,663	17	8
Customs	40,000	0	0
Tribunals	8,333	6	8
Auctions and Quarantine	4,666	13	4
Unforeseen Contingencies	35,000	0	0
Extraordinary Poll-Tax of Two Ducats per head	190,833	6	8
	£497,164	2	4

Expenditure.	£	s.	d.
Civil List of the Prince	20,000	0	0
Tribute to the Porte	21,230	14	8
Subsidy to the Patriarch at Constantinople	81	16	4
Expenses of the Skupstchina	500	0	0
Expenses of the Senate	8,562	16	0
Interest of 300,000 Ducats of Debt	11,200	0	0
Unforeseen Contingencies	2,000	0	0
Additional Contingencies	15,589	8	0
Accountant-General, &c.	4,091	12	0
Pensions and Allowances	3,410	0	0
Justice	48,140	9	0
Public Worship and Instruction	23,375	14	8
Foreign Office	15,956	14	8
Home Department	89,361	9	8
Finance	42,505	10	0
War	166,665	13	4
Public Works	14,491	4	0
Balance	10,000	0	0
	£497,164	2	4

Budget of 1864.

Revenue.	£	s.	d.
Tithes and Revenue in kind	667	0	0
Rents of State Lands	5,833	0	0
Interest of Money lent on Mortgage	333	0	0
State Printing-office	2,833	0	0
State Farm at Topchederie and Sale of Horses	500	0	0
Post-office	2,833	0	0
Telegraph	2,500	0	0
Administration of Justice	4,666	0	0
Poll-Tax	211,817	0	0
Customs	58,333	0	0
Tribunals	13,333	0	0
Auctions, Quarantines, &c.	5,917	0	0
Forests	416	0	0
Money Advanced on Mortgage, returned	10,000	0	0
Agio on Foreign Currency	2,500	0	0
Intestate Property	416	0	0
Stray Cattle	433	0	0
Fines	500	0	0
Unforeseen Contingencies	30,000	0	0
School Funds	17,056	0	0
Deficit	38,903	0	0
	£408,124	0	0

Expenditure.	£	s.	d.
Civil List of the Prince	20,000	0	0
Tribute to the Porte	19,600	0	0
Subsidyt o the Patriarch at Constantinople	39	0	0
Expenses of the Skupstchina	500	0	0
Expenses of the Senate	8,140	0	0
Extra Pay to President of Council	100	0	0
Pensions to Senators, Ministers, &c.	667	0	0
Pensions to other Employés	550	0	0
Advancement of Salaries of Employés	500	0	0
Unforeseen Contingencies	2,000	0	0
Additional Contingencies	5,000	0	0
Salary of the Secretary of the Prince	240	0	0
Accountant-General	4,192	0	0
Pensions and Subsidies	14,287	0	0
Justice	45,021	0	0
Public Worship and Instructions	34,748	0	0
Foreign Affairs	10,975	0	0
Home Department	89,086	0	0
Finance	21,090	0	0
War	117,889	0	0
Public Works	13,500	0	0
	£408,124	0	0

Note.—In this Budget, which was published in the Government Gazette, there is an error in addition of £1,665.

The extraordinary expenditure caused by the military preparations of the year 1863 was met, in a great measure, by means of a loan of 300,000 ducats, half of which was repaid the same year by a forced contribut'on of two ducats (about a pound sterling) from all persons liable to the capitation tax, and amounting to 11,450,000 piastres.

In 1864, however, though the organization of the militia on this preposterous scale was not discontinued, the extraordinary tax by which its expenses were defrayed in 1863 could not be reimposed. That source was apparently exhausted; so the remaining half of the loan contracted the previous year was refunded, or, what is more probable, being still in the hands of the Prince on whose private credit or resources it had been raised, was never appropriated.

The Minister, therefore, till another Skupstchina could be convoked to authorise the imposition of a less objectionable property-tax, must have had no small difficulty in getting up his budget.

To balance his account he reduced the real deficit, which amounts to 123,541*l.*, to an avowed one of only 38,903*l.* But to this it is clear should be added several other items, viz., the sum of 17,056*l.*, under the head of school funds, which had been abstracted from a trust administered by the Government, and which, to keep faith with the public, will have to be immediately replaced.

In the deficit, also, may be included the item of unforeseen contingencies, 30,000*l.*, as on reference to the column in which it figures, it will be seen that taxes from every possible and impossible source have been already forestalled, Nor is this all; every one of these items has, without any reasonable grounds for anticipating an augmentation, been estimated in excess of the valuation of the preceding year. All these differences, therefore, amounting together to 37,582*l.*, must be classed as deficit. To resume, therefore, we find—

	£
Avowed Deficit..	38,903
School Funds	17,056
Unforeseen Contingencies	30,000
Excess in valuation of other items	37,582
Total and real Deficit ..	£123,541

Time will, of course, dissipate these delusions, but before it can do so the new property-tax, together with the monopolies on salt and tobacco decreed by the Skupstchina will, it is hoped, have come to the relief of the Finance Minister.

The proceeds of the monopoly on salt and tobacco will not, it is thought, exceed 30,000*l.*, which will go but a short way to fill up the deficit. More is expected from the change in the poll-tax of five thalers, which will be replaced by one of three thalers, accompanied by another tax of three thalers on property, making together six. This will, moreover, be imposed on a great number of individuals who, from their means and position in society, were formerly exempted from it.

But the chief advantage which the Government looks to, if it succeed in carrying out this financial measure, is the enforcement on principle of a tax upon property—a new and most unpopular tax in Servia.

The law by which it is imposed has had to be propped by another in respect to a new municipal organization, in virtue of which the assessment of property, as well as the distribution of the poll-tax, hitherto considered, as in the old times of Turkish administration, the inalienable privileges of the municipalities themselves, will now be placed under the direct control of the Government. It remains to be seen whether this step be prudent or practicable.

Taxing property, moreover, in a country like Servia, where the amount of capital is so limited, and where its accumulation is on so many accounts desirable, would appear to be a measure of very questionable advantage. But there are other things also to be taken into account. It must be admitted, certainly, that, compared with that of other countries, and taking population as a basis for it, the revenue of Servia, rated at a quarter of a million sterling, is very small Even in the Turkish provinces under the direct administration of the Porte, the ratio of revenue to population is three or four times greater. But it should not be forgotten that the fiscal capabilities of a country must be reckoned with reference not only to population, but likewise to commerce, manufactures, and agriculture; and the annual returns of these in relation to population being in those provinces so much more considerable, a corresponding result must be looked for in the revenue.

Overlooking these distinctions, or considering taxation as a stimulus to industry which would at once do away with them, the Servian Government has recently adopted measures of finance, which, if carried out will, it is imagined, have the immediate effect of almost doubling the revenue.

The budget will serve to elucidate in what proportion the revenue is employed in the different departments of the public service, and it will be seen that the expenditure of the War Department is comparatively most exorbitant.

In the year 1863 it amounted to 166,666*l.* 13*s.* 4*d.*, and in 1864, when unsupported by a loan, to 117,889*l.*

The Servian military force of all arms, and different denominations, may be classed as follows:—

	Regulars.	Militia.	Total.
Cavalry	350	5,250	5,600
Artillery	650	15,750	16,400
Infantry..	3,000	84,000	87,000
Total	4,000	105,000	109,000
Guns	42	102	144

For the regular service, 1,000 men are raised by conscription every year, and as 1,000 at the same time retire from it, the complemeut of 4,000 is always kept up.

The first class or contingent of militia actually under arms is 52,500. The second class, or reserve, is of the same strength, and may be called out if wanted; each is alternately in active service every year. It has been stated that, besides this, there is another reserve force of 26,000, composed of the retired regulars, but the greater part of these I have been informed are included in the militia.

They, the militia, are subjected to drill and discipline on Sundays and holy days, or during at least a third part of the year; but to enable them to muster at their respective rendezvous, in a country where the villages are situated so widely apart, much additional time is wasted; and while thus withdrawn from the lucrative pursuits of commerce and agriculture, the militiamen, forming so large a proportion of the able-bodied population of the Principality, are still further impoverished by having to furnish from their own resources, arms, horses, and accoutrements.

In addition to those engaged in occupations so unprofitable, numbers are also draughted to work at redoubts, pontoons, and fortifications, so that the hands left for useful labour are daily falling off, and even in the fields it has now to be extensively performed by women.

At Kragugevatz, situated in a central part of Servia, there is an unfortified arsenal. Under the direction of skilful officers and foreign engineers, it is kept working all the year round. It contains a cannon foundry, with machinery for rifling, a gun manufactory, where old muskets are likewise rifled, and bullets cast (500 rifles can be turned out there in a month); lastly, a laboratory for rockets.

The machinery employed at this arsenal is worked by a steam-engine of seventy horse-power; and every description of warlike apparatus, gun-carriages, ammunition cases, waggon wheels, &c., are manufactured, and that very creditably, by native workmen, under foreign direction and instruction.

About 600 men are employed at this arsenal, and the nominal annual expenditure of the department is said to be 15,000*l.*, but I am told it in reality considerably exceeds this sum.

Connected with this establishment, and at a distance of a few miles from it, is the powder magazine of Stragari.

Powder magazines exist in every district of Servia, which is better supplied with this article than any other, be it the produce of trade or agriculture.

The following particulars, extracted from the reports presented to the Skupstchina, by the heads of the various Government departments, may throw some light upon the state and condition of society in Servia:—

"Department of Justice.—During the past year there have been 29,895 civil suits adjudicated; 10,507 suits involving property to the value of 643,765*l.* The expenses incurred by the tribunals are 50,000*l.*; and the proceeds from fines are 16,000*l.* The number of advocates admitted to plead in them is 22. A law has been projected prohibiting the employment of advocates altogether. There are three prisons where penal servitude is enforced, containing 972 prisoners."

Foreigners are subject to the jurisdiction of their respective consulates; but suits, civil or criminal, to which they are parties with Servian subjects, are adjudicated in the Servian Courts. Their privileges are founded on the ancient capitulations of the Porte with the European Powers, which are applicable in every part of the Ottoman Empire. There had been a disposition to dispute or evade their execution both in Servia and the Danubian Principalities; and in the year 1862 a consular commission was, under instructions from the representatives at Constantinople, instituted at Belgrade, with a view, in the first instance, of eliciting from the Servian Government an acknowledgment that they considered themselves bound by these capitulations, and then of taking into consideration any modifications which time and change of circumstances might render it advisable to introduce into them. Some difference of opinion at first manifested itself on the subjects. Some of the consuls, more disposed to favour the Servians than the rest, were even for dispensing with the capitulations altogether, declaring that the laws, borrowed by Servian jurisprudence from the codes of civilized Europe, offered a sufficient guarantee to foreigners if subjected to it; while others maintained that the best laws that could be devised would be ineffectual if there were no better security for their execution than that presented by the existing state of society in Servia.

The result of these discussions was to leave things pretty much as they had been before. No change was recommended in the jurisdiction of the Servian civil courts, either extending or circumscribing it as regards foreign subjects, though the adoption of commercial and mixed tribunals, in imitation of those instituted in other parts of Turkey, would not only have been acceptable to them but decidedly beneficial to the trading interests of the country at large.

But though not so careful as they might have been in safeguarding the property of their respective subjects, too much power over which was accorded to Servian tribunals, they were all ultimately agreed as to the necessity of giving up no part of the protection they exercised in respect to life and liberty.

It was admitted, indeed, by those who had conceived the most favourable opinion of these tribunals, that their procedure offered under its present forms, and more particularly as regarded criminal information and the preliminary processes, no adequate security for the accused. Since the transmission of the protocol of this consular commission to Constantinople, no further measures have been taken. The diversity of opinions and interests prevailing among those who had to be consulted on the subject, must, no doubt, have occasioned some demur and difficulty.

In the meanwhile, the precise limits of the jurisdiction to be respectively assigned to the consular body and the Servian tribunals have never been authoritatively defined. Custom, yielding only to systematic encroachment on the part of the Servian Government, is an unsatisfactory rule to refer to; and worse than this is the knowledge that, in cases of denial of justice, or positive infraction of treaty rights, the remedy to be obtained by appeal, in the first instance, to the Porte, which has the greatest difficulty in settling any difference of its own with the Servian Government; or, finally, to all the guaranteeing Powers of Europe, who can be seldom brought to agree upon any single point in reference to Servia, is, to say the least, anything but certain or satisfactory. The knowledge that such is the case, must, in more ways than one, interfere with the course of justice. It must be felt that, to put all this diplomatic machinery in motion, involves great responsibility, and that few, therefore, would venture to do so unless for objects of more than ordinary importance.

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No steps could have more effectually conduced to throw discredit on the tribunals than these. In a solemn protest, the Judges declared it was not they, but the Government, who had violated the laws. However this may be, the tribunals have certainly been degraded and sacrificed by these proceedings. How can they be upright or impartial if no longer independent?

By all who might otherwise desire to have relations and dealings in Servia this state of the law is much to be deplored, and its probable effect on the investment of capital where it is so much needed, is no less lamentable.

Department of the Interior.—"In 1864, the emigration from Turkey into Servia has been considerable. The number of aliens (chiefly rayahs) who have been naturalized during the last three years is 5,829.

"During the same period, 479 murders have been committed, and there have been 204 cases of suicide; 1,752 fires, including cases of arson; 3,603 of theft and robbery; 95.329 cases of infraction of police regulations; 4,469 cases of divorce."

The increasing demoralization which these statistics unfold calls for the serious solicitude of the Government.

Brigandage, also, notwithstanding the severity of the measures adopted, and though martial law has been imposed on many of the districts, is far from being totally repressed. Other remedies, if it suited the policy of the Servian Government to apply them, might prove more efficacious. If, instead of multiplying its armaments, for which, placed as Servia is, under the collective guarantee of Europe, there can be no real necessity, it would completely disarm its semi-barbarous population. Brigandage, there can be no doubt, would be deprived of some of its chief incentives and facilities. It has been increased also by the influx of disorderly elements from the neighbouring provinces, Austrian as well as Turkish. If, instead of encouraging these abuses, the Government would steadily discountenance them, it might then look for a sensible diminution of brigandage.

Sanitary Regulations.—"During the last year, 98,565 persons have been vaccinated. Medical superintendence is much needed, there being by far too few doctors, apothecaries, and hospitals. The number of medical men in the whole province is only thirty-eight. An hospital (not before it was wanted) for syphilis was built last year at Kragugevatz, and a madhouse at Belgrade."

Both these last-mentioned evils have, of late years, made serious inroads on the public health. The ravages of syphilis, in particular, have been terrible, and this for the reason that, imported from countries where it is in some measure kept under by medical treatment and supervision, it has had full scope in Servia, where there is comparatively none of these check to its progress. With respect to madness, the great number of suicides given in the Minister's report is assuredly one, and that not the least deplorable, of its effects, while, among its causes, political agitation together with the very free use of sligovitza, a fiery spirit made from plums, may be mentioned as the most remarkable. Little or nothing has been done in the way of sanitary improvement. There has been no attempt to drain the marshes, caused, in some places, by inundation along the banks of the Save and Danube, while swamps and jungle serve to keep up fever in the interior. These, for the most part, are not malignant, though they sometimes aggravate into typhus, but they have at all times the effect of depressing the energies and shortening the lives of the people.

Public Institutions.—"There are 290 elementary schools for boys and 28 for girls; 13,599 boy scholars and 1,862 girls; one superior school for girls at Belgrade, with 83 scholars; two gymnasiums, with 1,000 students and 24 professors; four military gymnasiums, with 20 professors and 352 students; a commercial school, with 4 professors and 59 students; an academy, with three faculties—philosophy, physics, and equity,—with 13 professors and 179 students; one clerical seminary, with 6 professors and 192 scholars. There is a literary society; a library consisting of

6,263 works and 13,173 volumes, 19 manuscripts, and 2,596 maps and drawings; a museum and a printing-office."

To these particulars it may be fairly added, that more credit is due to the Servian people and Government, for the attention bestowed on the Department of Public Instruction than for that paid to any other branch of the public service. Without attaching too much weight to an educational nomenclature borrowed from the more advanced systems of Europe, it must be admitted that considerable progress, though of a superficial nature, has been made at Belgrade. The school-fund raised throughout Servia by voluntary contributions, and administered by the Government, amounts to 100,000*l.*

The example of Servia has no doubt had a salutary influence in promoting education in the Turkish provinces. In the report of the Minister, it is stated that there are thirty-two students from Turkey at Belgrade.

Public Worship.—"The Servian hierarchy consists of a metropolitan, with a stipend of 1,000*l.* a year; three bishops at 400*l.* each; 598 priests, maintained by dues, fines, and other exactions; 17 deacons; 118 monks; 319 churches and 28 chapels; 4 monasteries."

It is a remarkable fact that, while education—that is secular education—is an object of so much interest here, religion is comparatively slighted, its ministers are held in disesteem, and the churches but little frequented. The reason for this, independent of the fact that the clergy, instead of being paid by the Government, are maintained by contributions levied in the odious shape of dues, fines, &c., on the people, is moreover that, whilst religion conduces only to their spiritual welfare and morality, education, on the other hand, is considered as a means of worldly advancement.

In Servia, as in all the other provinces which have thrown off the authority of the Porte, the administration, civil and military, has devolved to the native Christians, and these in Servia, having but little aptitude or predilection for trade or hard work of any kind, are, for the most part, eager for places under the Government. Ambition also points to fresh fields in the provinces to be conquered from the Turk. At Belgrade may be found many youths from the interior, who, the better to pursue their studies, engage themselves at the same time as servants; but I cannot say that I often hear a good report of them in either capacity, menial or literary.

The orthodox faith is, by the people, cherished chiefly as a badge of nationality. They are unwilling to recognize as Servians, Christians of any other denomination, and class them, together with Europeans of all nations except Russia, under the generic name of *Schwab*, which, in Servian ears, is, if anything, more hateful even than that of Turk. The reigning Prince has endeavoured to combat this narrow-mindedness, but has succeeded only in compounding with it. A Lutheran church and school is provided for, at the expense of the Government, at Belgrade, but proselytism is discountenanced. The privileges which had been accorded by the late Prince Milosh to the Servian Jews have, through popular pressure, been greatly restricted. None but those already resident are allowed to settle or trade in the interior; nor are the Jews at all reconciled to this treatment by the endowment of a school like that of the Lutherans at Belgrade.

Population.—Till lately an impression prevailed that the population had long been stationary in Servia; but the unfortunate propensity of colouring or distorting facts to support certain political theories, has now led to the publication of statistical tables, which are intended to show a very large and rapid increase in the quarter of a century between the years 1834 and 1859. These, however, will hardly bear the test of a scrutiny.

STATISTICAL TABLE of the Population based on the Poll-Tax of Servia from 1834 to 1859. Table of the Total Population.

No.	Name of Town.	1859.				Estimated Population.		Yearly Increase since 1834 Per Cent.
		Number of Married People.	Poll Tax on Men.	Poll-Tax on Women.	Number of Houses.	1859.	1834.	
1	Town of Belgrade	3,156	11,698	7,162	2,095	18,860	7,033	3·65
2	Alexinac	6,242	15,097	14,467	4,459	29,564	14,840	2·65
3	District of Belgrade	10,995	29,331	27,875	8,176	57,206	38,057	1·61
4	Valjevo	14,309	38,038	37,156	9,240	75,194	54,129	1·30
5	Kujazevac.	9,957	23,794	22,540	6,128	46,334	23,686	2·58
6	Kraujsko..	13,857	32,407	30,504	11,622	62,911	41,476	1·64
7	Krusevac	14,192	35,778	32,529	10,461	68,307	38,740	2·21
8	Podrinje	8,584	23,201	22,517	6,254	45,718	27,151	2·04
9	Pozarevac	26,826	63,754	58,905	20,733	122,659	73,239	4·02
10	Rudnik	8,682	24,260	22,680	7,117	46,940	32,621	1·44
11	Smederevo	10,844	26,933	25,971	8,683	52,904	28,053	2·45
12	Uzica	17,138	46,759	44,493	12,819	91,257	51,098	2·26
13	Cernoveka	10,676	24,274	22,616	7,860	46,890	27,705	2·05
14	Cacak	10,522	27,512	26,205	9,626	53,717	40,537	1·12
15	Sabac	12,920	33,759	32,618	9,477	66,377	49,360	1·18
16	Kragujevac	15,789	44,269	40,842	13,019	85,111	49,934	2·08
17	Jagodina..	12,229	30,176	28,240	9,961	58,416	40,824	1·42
18	Cuprija	10,627	25,745	24,171	8,797	49,916	30,009	1·99
	Totals	217,545	556,755	521,496	166,527	1,078,281	668,592	

2. TABLE of the Population of the Towns.

No.	Name of Town.	In the Year 1854 was Paid.				In the Year 1834.	Increase from 1834 to 1839.
		Married People.	Men.	Women.	Total.		
1	Alexinac	647	1,542	1,474	3,016	810	2,206
2	Belgrade	3,156	11,698	7,162	18,860	7,033	11,827
3	Banja	250	606	572	1,178	388	790
4	Batocina	143	382	340	722	383	339
5	Valjevo	386	992	873	1,865	893	972
6	Gradista	490	1,178	998	2,176	1,330	846
7	Qaicar	650	1,438	1,416	2,854	1,439	1,415
8	Ivanica	152	364	372	736	119	617
9	Raronovac	327	802	707	1,509	1,022	487
10	Kladovo	299	722	637	1,359	706	653
11	Kujazevac	487	1,192	1,191	2,383	869	1,514
12	Krusevac	671	1,424	1,133	2,557	1,163	1,394
13	Krupanj	91	229	207	436	129	307
14	Loznica	325	801	807	1,608	431	1,177
15	Maidanpek . ..	135	306	252	558	..	..
16	Unter Milanovatz ..	280	681	615	1,296	705	591
17	Ober Milanovatz ..	130	383	256	639	130	509
18	Mitrovic	39	94	90	184	158	26
19	Njegotin	652	1,861	1,522	3,383	2,100	1,283
20	Obrenovac	128	306	253	559	335	224
21	Palauka	283	718	569	1,287	573	714
22	Paracin	700	1,685	1,578	3,263	1,769	1,494
23	Pozarevac	1,134	2,864	2,445	5,309	2,941	2,368
24	Pozega	98	223	192	415	446	31
25	Razan	107	271	258	529	282	247
26	Raca.	139	405	282	687	147	540
27	Sviljanac	791	2,021	1,826	3,847	1,853	1,994
28	Smederevo	757	1,896	1,724	3,620	2,450	1,170
29	Terstenik	117	255	227	482	256	226
30	Ul	140	344	297	641	377	264
31	Uzice	376	1,083	960	2,043	..	..
32	Cacak	311	841	684	1,525	908	617
33	Sabac	847	2,302	2,063	4,365	3,398	967
34	Jagodina	842	2,098	1,911	4,009	2,558	1,451
35	Cuprija	429	1,091	1,024	2,115	817	1,303
36	Kragujevac.. ..	732	2,381	1,583	3,964	2,235	1,729
37	Ljesnica	181	445	417	862	199	663
	Total.. ..	17,422	47,924	38,917	86,841	41,347	45,494

3. Classification of Population according to their Nationalities.

Servians	936,080
Roumanians	122,893
Gipsies	15,000
Jews in Belgrade	300
Strangers of all Nations	4,000
	1,078,281

We have here an increase of upwards of 400,000 souls upon an original stock of 668,592, in twenty-five years: whereas from the year 1859 to that of 1864, a period of five years, upon a stock of 1,078,281, the total increase is not more than 30,000. Now, to say nothing of the great disparity between the relative points of departure, or breeding stocks, of itself an important consideration, the annual increase during the first period would appear to be 16,000, while that of the second is only 6,000. The sole supposition on which such a result would be possible is

that the elements of prosperity were during the one three times greater than during the other. The inference would be anything but flattering to the reigning family, whose restoration took place just five years ago, whereas eighteen years of the first epoch was passed under the Government of Prince Alexander Cara Georgevitch.

But this inference would at the same time be unjust; it proves the danger of tampering with statistics. The truth is that the basis of the calculation, that of the poll-tax, is wholly fallacious. It is impossible to say with what degree of precision the poll-tax, then assessed by the people themselves, was levied in the year 1834, but the probability is that the collection was lax. Milosh, who then ruled the country, was, whatever his other merits or historic fame, above all distinguished for his rapacity. It was to secure some control over the finances that his countrymen endeavoured in the year 1835 to impose constitutional restraints on his administration, and it was because he refused to submit to these that he was subsequently expelled from Servia. It may be imagined, then, what sort of data the archives of the Government while in such hands, for he was no less illiterate than rapacious, can furnish as regards either revenue or population.

What is certain is, that the same amount of poll-tax, averaging about 200,000*l.*, continued to be levied for many years; indeed, till but very lately. The statistics of the first and longer period, therefore, must be illusory. The only true data for comparison are afforded by the second, embracing the last five years, by the census of 1859 (the first census regularly carried out) and that of 1864. The increase during that time is stated to have been 30,000, but from this sum should be deducted 10,000, the result, according to the showing of the Government itself, of immigration, thus leaving 20,000 for five years, or a yearly increase of 4,000 on a population of more than 1,000,000, which for a country but thinly populated is a very unsatisfactory result.

The causes of these shortcomings are not far to seek, and with energy and goodwill on the part of the Government may be in time remedied. In the first place, besides that the public health has been so extensively undermined by syphilis, the epidemical fevers, generated by malaria, must, in the total absence of sanitary measures and medical superintendence, operate as a twofold check upon population. This they must do, inasmuch as their effects are equally destructive to infants and debilitating to adults.

Next to this, the most fatal check may be traced to the domestic habits of the people. I do not allude to the want of cleanliness and sobriety, though this of course must also have its consequences, but to a cause far more direct in its operation. It is certain that marriages contracted either too early or too late in life are equally unfavourable to procreation. Both evils are combined in a custom too prevalent in the country of matching youths of an immature age with women whose most prolific years of child-bearing are already past. This is done by the Selliacs from sordid motives, and because they are unwilling to dispense too soon with the labour of their daughters, to which (field as well as household labour) they attach great value.

The same custom is known to prevail also to a great extent in Bulgaria, and practices still more deleterious and degrading exist in some other of the Turkish Provinces, but, on the whole, population progresses much faster in other parts of the Ottoman Empire.

In the population Returns, 122,000 are described to be of the Roumanian (Wallachian) race. This amount I believe to be understated; at any rate, together with the population of Bulgarian race, which is lumped under the head of Servian, there cannot be much under a quarter

of a million. The Wallachians are located chiefly in the north-eastern districts. They are an unwarlike people, bearing the stamp and characteristics of an inferior caste, though inured to drudgery like the sturdier Bulgarians, who chiefly inhabit the southern districts. The Servians of unmixed race occupy the midland and eastern parts of Servia.

There is among all these races an instinctive fear of being absorbed and denationalized by the others. This is naturally strongest among the weakest of them, and for the contrary reason the Servian Government and people, confident in their numbers and superiority, seek rather than shun amalgamation. But they will not, on the other hand, allow the Wallachians separate schools or churches, which is very illiberal on their part. Still the effect of the fusion might not be exactly what they look for. It has been observed that when there are intermarriages between Servians and Wallachians, the latter (from their being more tenacious of them, I presume), invariably impose their customs and language upon the former. Be this as it may, the fusion of races, and not their segregation, has been always found conducive to human development. Engrafted on the free Servian stock, the more abject but thrifty and laborious races would be improved, and the Servians themselves probably prevented from still further degenerating. It is an unquestionable fact, I believe, that such has been for a long time the tendency. Forty years of sloth and intemperance, under a political guarantee which inspires recklessness, in removing a sense of responsibility, must, since they have become masters of the country and themselves, have a good deal enervated them. In some of the districts the debasement, both moral and physical, is visible in the looks of the people themselves. Their martial and independent spirit must still to a great extent, at least, exist, but it may well be doubted if Servia could now muster the number of fighting men which she did during the war of independence.

The aggregate population of the towns in 1859 was 86,841, which, compared with the rural, estimated at 1,000,000, is a very scanty proportion. In a nation chiefly composed of herdsmen, this is not surprising. Society here furnishes few elements of a town life, there being no manufactures, little traffic, and trades in their infancy. The corporations established by the Government seem rather, like the unexecuted plans of the towns themselves, to indicate a future or expected state of things, than what has been actually realized.

Belgrade, the capital, according to the census of 1859, then contained 18,860 inhabitants; according to that of 1864, 14,000. The difference between the two estimates representing exactly the whole of the Turkish population, and the part of the Jewish, who were withdrawn from the town in the year 1862. But as, according to these statistics, the Turkish inhabitants were never included therein, this rapid reduction must be sought for in other causes. It is by the Servians themselves ascribed to the panic caused by the bombardment; but in fairly seeking to account for it, the sudden cessation of such part of the commercial movement of the place as was contributed by the Turks, who were all of them more or less engaged in trade, and consumers of Servian produce should, together with the decline of the commissariat traffic with the fortress, which now in great measure draws its supplies from Semlin, not be passed over. The number of native Servians in the town has always been very limited. Out of the 14,000 now returned, 4,000 are Austrian subjects, and half at least of the remaining 10,000 are naturalized emigrants from Macedonia and Albania, for the most part of the Wallachian breed, called Tcinsar, so that of the native Servians there cannot be more than 5,000. There can be little hope, on the other hand, of an

augmentation of these without a corresponding extension of trade, of which, I confess, I see no decided prospects at present.

It is to its being the seat of the Government that the town of Belgrade chiefly owes its consideration. The highest functionaries, however, are but indifferently paid. The Servians are a nation of place-hunters, but the places are not worth much. Ministers of State are paid from 600*l.* to 700*l.*, and senators 400*l.* a year. The appearance of the town is characteristic of the state of society. There are no evidences of wealth or luxury, but many of the houses are neat and commodious, being built by German architects. More than three-fourths, however, of the shops and tenements are of the inferior description familiar to the Eastern traveller, and constructed by itinerant masons, from the Turkish provinces. There is a tolerable quay and custom-house, but a want of warehouse accommodation. The chief buildings are a church or cathedral, the residence of the Prince, a spacious edifice serving as a college, a public school, extensive barracks, a senate-house, and some Government offices. In the neighbourhood of the town are public pleasure-grounds, laid out by the former Prince with some taste and expense. Of the same incongruous character, but partaking much more extensively of the old style of building, are the two towns next in rank, with a respective population of 4,365 and 3,620 inhabitants, Shabatz and Semendria. Poscharevatz and Jagodina, classed in the table as towns, are rather more populous; but, like all the rest enumerated, are, more properly speaking, large straggling villages. The inhabitants, and, indeed, the people of the country in general, are a sort of inferior yeomanry or landowners, and in respect to wealth and intelligence much on a level, owning, as herdsmen, from three or four to a hundred animals, which latter is about the maximum of personal property in Servia.

One of the chief aims of the Government has been, for some time past, a municipal reform, which, with a view chiefly to military organization, will have a centralizing effect, withdrawing the inhabitants from the forests and mountains in which, as retreats from tyranny, there was a tendency to gather or disperse in the olden time. The authority then exercised partook more of a patriarchal than municipal character; the social economy being, moreover, governed by a primitive sort of communism. This system, however, has been slowly modified; the control of the Kmet, or municipal officer, gradually superseding that of the Starrechna, or domestic chief. It is now proposed that the former should be selected more with reference to his military qualifications than he has hitherto been; and it is expected that this centralization operated by municipal reform, will also bring the people for fiscal purposes more within the reach of the District Governor or Natchalnik. The task is, no doubt, replete with danger and difficulty. The Serbs are a stubborn people, with a decided repugnance to taxes, and social interference of any sort. There may be a doubt, on the other hand, whether it be for their own good that they should be left to themselves; and whether, like people of the Slavonic race in general, they do not require to be coerced and guided to a certain extent by a strong Government.

But last of all comes the question how far that Government itself is actuated by sound and practical views, which may in some measure palliate the infraction of the political engagements in virtue of which its independence is guaranteed by the European Powers; how far, in short, its policy is directed to civilization and to moral and material improvement, and not to chimerical objects, which serve only to veil while they really advance the interested and aggressive projects of other Governments.

Animals.—Hares, foxes, and deer of the common breed, are still to be

found, though the first only in any considerable numbers. Their skins help to fill up the animal exports. There were formerly bears, it is said, but they have almost entirely disappeared.

The domesticated animals employed for draught and agriculture are oxen and horses. They are both of the same description as those to be met with in European Turkey, rather better than in Bulgaria, and inferior to the breed in Macedonia. A pair of oxen will fetch about 8*l.* They are mostly under-fed and in poor condition; the same may be said of the horses; but these, though small, are a hardy and mettlesome race, the best suited of any, perhaps, for the service in which they are engaged as post and pack-horses over all the mountainous country between the Danube and the Bosphorus. Their price is from 4*l.* to 10*l.*, both horses and oxen being cheaper here than in the neighbouring provinces, where the demand is greater for them at present. The Servians sell rather more cattle than they buy there. Horses of a larger size have been also introduced into Servia (chiefly by the Prince, as remounts for his cavalry) from Hungary and Transylvania. They are the refuse, apparently, of what is to be had in those countries; the Austrian Government forestalling such as are of superior sort.

Sheep are bred, though with little care or attention to improvement of breed, in most of the districts of Servia. They seem to be valued chiefly, if not entirely, for their wool—which, however, is of a poor staple, and submitted, previous to sale for home or foreign consumption, to no process but that of washing, which is also indifferently done. Mutton is so little consumed or cared for in the Principality that the sheep will sometimes only fetch the price to be obtained for their skins. The ordinary price is from a penny to three-halfpence per pound. But mutton, as well as all other meat of a fair quality, consumed by the better class of people at Belgrade, is sold at twice or three times that price; but then it is brought, together with butter, fruit, and the better sort of vegetables, from Semlin, as, since the Turks have left the town, they cannot be procured on this side of the Save. The pigs are said to spoil the pastures, and goats seem to thrive here no better than sheep. An attempt to introduce the Angora breed has been attended with little success.

The great product and trading resources of the nation, for which, indeed, its forests have at all times been famous, are its pigs; they are of a breed not distinguished for the peculiar flavour of their flesh, such as the Westphalian, and others equally renowned, but rather for their fattening qualities. It is for these that they are chiefly prized in Hungary, where hogs' lard (*spec*) is the principal article of the people's food, who are therefore Servia's best customers. The fattening process, however, by means of maize, is effected for the most part in the former country, Servia furnishing only the raw material, a year and a half old, in good or bad condition, just as the year may have been good or bad for acorns. Agents, or guides as they are called, penetrate into every nook and corner of the Principality, make their purchases, and leave deposits. In the autumn they return, when, under their auspices and those of the native herdsmen, take place the gatherings, then the mobilization (exciting an interest much more real in the country than the martial musterings) through the forests, where the paths are most strewn with acorns, due north to the Danube. All should be over the border before the end of October, by which time Hungary will have received her merchandize, and Servia her ducats. The use made of these is not precisely so good as it might be, not that the Servian is extravagant—he is frugal enough, both as regards his clothing and his food, a sheepskin serves him for the one, and a mess of maize porridge for the other; his portion even in the animal he rears is but scanty; a pound of bacon a-week is a fair allowance for a full-grown

Selliac; it is highly seasoned, however, with red pepper, a provocative to drink which causes an inordinate consumption of *sligovitch*, or plum brandy; but this also is cheap and abundant; and on the whole, though accompanied with a rude, boastful conviviality, is more injurious to his health and morals than to his finances. What chiefly saps his substance is idleness, and next to that, what he almost equally delights in, litigation. Under these circumstances it is clear there can be little accumulation of capital—nothing whereby the breed of his pigs may be improved, or the trade extended, and this, joined to a similar absence of foresight, leaves him at the mercy of a bad season, or a market growing every year more precarious. It will be seen, when we come to deal with this subject under the head of exports, that it behoves him under existing circumstances to be more careful. Nothing, as things go, can exceed his improvidence. If acorns be plenty, and water also—for the one is as necessary as the other, well and good, but if either of these fall short, if there be a scarcity or a drought, recourse must be had to maize, by means of which, however, he may pinch himself, he must make good the deficiency; if this also fail, the pig must die, and his hopes of the year with it.

In respect to other branches of the trade, requiring more developed skill and capital, such as the curing of hams, salting of pork, &c., no undertakings of the kind have been, or probably will be, attempted by native traders. Such experiments as have been made by foreigners, one by an English, and the other by a French speculator at Belgrade, have been attended with indifferent success.

Both these persons complained of difficulties thrown in their way by interested opposition, and bad faith on the part of the Servians, but I rather think the quality of the article in which they dealt, and which was unsuited to the purpose to which they applied it, had much more to do with the failure than obstacles of any other kind. Salted pork, however, would appear to be a commodity which, with adequate resources and intelligence, might be in time made to form a very important item in Servia's exports. How far a trial for the supply of the British navy might be prudently made, I am not competent to decide, but I think the subject is worth inquiring into. Relations of this kind with England, would, I believe, prove much more profitable than those arising out of either political or theological agitation.

Poultry.—Fowls of the ordinary description, with ducks, geese, and turkeys, are to be found, but can scarcely be said to be reared in every part of Servia; they help themselves to what they can pick up, which, where the pig is always in the way as competitor, must be little enough; in other respects they are nowise provided for—roosting in the neighbouring trees about the homesteads. Eggs, for some reason or other, probably because the peasants are too lazy to collect them, or because their condition does not depend on their being fed and attended to, sell in the Belgrade markets at a price comparatively much higher than fowls—as few, for instance, as six eggs to a fowl. As a supplementary branch of exports, particularly in a poor country, poultry, with the facilities there exist for rearing it, should find a place. The demand arising from the steam-packet service along the Danube, if there were none besides, would insure always a good market.

Agriculture.—The comparative state of agriculture in any part or province of the Ottoman Empire, may be pretty accurately determined by the proportion which the cultivation of maize holds to that of corn in general, of wheat, barley, oats, and rye. Maize is extensively grown in Bosnia, still more so in Albania and the Herzegovina, and most of all in Servia, where it forms the almost exclusive article of the people's food. In the other provinces of European Turkey, the better sort of cereals

above mentioned, as also rice and linseed, form, both for home consumption and exportation, the chief products, maize being generally superadded, for the support of the poorer class of labourers; the Mussulman population produce and consume wheat and rye, which they for the most part prefer to maize. The reason why maize is the food preferred here is, that it costs little labour in the culture, and less trouble and expense in the harvesting and dressing; it in this respect suits the habits of an indolent, while the greater risk involved in its production (the crops being slow in ripening, and the harvest late), is not much regarded by an improvident people. Such wheat as the country produces is grown chiefly by the Bulgarian settlers in the south; oats and barley are raised for the horses, the first for those of Hungarian, and the latter for those of Roumelian breed.

There are no artificial meadow grounds; luxuriant tracts of verdure mark the course of the streams percolating the valleys in every direction.

Tobacco of a very bad quality is grown for home consumption; it sells at Belgrade for 10*d.* the lb.: while that of other parts of European Turkey—Yenidge, for instance, fetches 4*s.*

Flax and hemp are also produced in small quantities, and beaten out for domestic use by the women.

It is a singular peculiarity of the Servian people, that while thus poorly squatted on the land, they should attach so much value to it in the shape of property. Though more than two-thirds of it are known to be uncultivated, there is not a rood but is subject to ownership of some sort, and that is not more carefully enclosed and fenced off than the most productive fields of the richest country in Europe. Perhaps more money is spent every year in litigation about land than the land itself is worth. This must, I believe, be always the case, where people appropriate more of the soil than they can or will cultivate, and the evil is here aggravated by deficiency in title.

The tenure of land is three-fold in Servia; a very small part mountainous, and of the least value, is held by the Government; a second and very extensive portion is claimed by the municipalities; and the third and largest is in the possession of individuals. The fact is, that on the expropriation of the Turks, the fee-simple of all the lands fell into the hands of the Servian people. While the Turks were in possession, this property was also of three descriptions, *vakuf*, *mulk*, and *trulak*, or, in other words, mosque property, freehold property, and crown land. As regards the first, which was held by direct purchase from, and a trifling quit rent to, the administration of the *vakuf*, the right of the mosque was, on the withdrawal of the Turks, forfeited, while the holder exchanged his tenant-right, if a Christian, for absolute ownership; if a Mussulman, for an indemnity, or rather promise of indemnity, which was, in few instances, fulfilled, from the Servian municipality to which it was transferred.

The *mulk*, or freehold property, had, under the Turkish regime, belonged to Mussulman landlords, feudal or hereditary, to the Spahis, Dahis, and Gospodars, who, according to the terms of their respective tenures for military service, were entitled to demand, in the way of rent, an annual charge, for the most part, a tenth from the tenants.

The tithes of the Spahis were commuted for, and included in, the annual tribute, since paid to the Porte; but for the domains of the Gospodars, who took a much larger rent, compensation, though promised, has never been received. But in addition to this, was a mass of other property, consisting chiefly of forest, and distinguished by the Turks as *imlak*, or crown lands, nearly all of which was made over to the municipalities, by which it was in part appropriated, and in part parcelled out among individuals. The Government of this day are disposed to blame

the liberality of their predecessors; but they should not forget that the founders of Servian independence were but simple herdsmen like those who fought under their banners, and never dreamt of putting forward the pretensions now advanced by their heirs and successors.

To the claims of the Turkish Beys, or Gospodars, who have been dispossessed, whether advanced by the Porte or themselves, a deaf ear is usually turned; or by way of adding insult to injury, they are told to apply to the local Servian tribunals. In the meanwhile, they form a by no means despicable body of emigrants in the adjacent provinces holding title deeds, which as aids to recovery or indemnity, they are naturally loth to consider as good for nothing.

In this sketch of the existing state of property in Servia, some features of legality certainly are discernible; but they have been a good deal confused by the general scramble which, both here as well as elsewhere, must be inseparable from a great revolution. The surest landmarks, after all, are supplied by the fences and inclosures by which the country is so extensively reticulated. It is true that the land thus inclosed is of very little value, a proof of which is that it realizes scarcely any rent. This is not the case in the Turkish provinces, in very few of which more or less rent cannot be obtained for land, and in which the average price is not three or four times higher than in Servia. Here labour and capital are both wanting; and the people, satisfied with the bare means of subsistence, are, when assured of that, neither disposed to work themselves, nor have the means of employing others to work for them.

Land thus placed in relation to labour is naturally very cheap. When it has to be sold, and the number of sales from the operation of usury, through the customary stages of sequester, mortgage, and foreclosure, has of late years been greatly on the increase, the result serves generally to show what it is actually worth, and how far its value has been heretofore imaginary.

Nor is this result wholly unattended with advantage. If the class of squatters be diminished, that of day labourers, a much more useful class, is being gradually called into existence by it, which, coupled with the fact of the falling off, for reasons to be explained, of the exports in the pig trade, has partially led to the extension of agriculture in its place, begetting at the same time a hope that, in these very difficulties, there may be a dawn of better things for the country. Such improvements, however, can be but slowly carried out; they are not of a nature to meet the pressing demands, or the unmanageable deficit, in the budget of the Finance Minister. He has many other schemes of the kind, such as mines, forests, and railways in view; but none of them, it is to be feared, promising immediate returns. With respect to the last of these, the forests, they would first, before they can be turned to account, have to be taken out of the wasteful hands of the Selliacs, who inhabit and are not likely to forego their prescriptive hold upon them without a struggle. Another resource, the planting of cotton, to which the success it has met with in some parts of Turkey seems at length to have awakened the attention of the Government, inspires little confidence. Servia, and indeed all the provinces to the north of the Balkans and the mountains of Upper Albania, are, from the intermittent cold and rain in the autumn and the general variableness of the climate, entirely unsuited, I believe, to the growth of cotton. Silk offers a better chance of success, and mulberry trees would thrive in every part of the country.

There had been much talk in the late National Assembly of agricultural amelioration in general. Some practical changes, such, for instance, as the substitution of iron for wooden coulters to their ploughs, or at least tipping them, as they do in the Turkish provinces, with iron, would

undoubtedly be desirable; but scientific agriculture would be premature and misplaced; expensive machinery and highly-finished implements, together with subsoil drainage, scientific rotation of crops, &c., may be suited to countries where, from the overcrowding of population, the soil itself is precious; but where land is a drug, and may be had almost for nothing, and where the little capital forthcoming goes a great way, there must be still an ample field for manual labour. It is this that requires stimulating, for hard work would be sure of its reward here.

A favourite project of the Minister of Finance is to institute schools of agriculture and political economy in every district of the Principality; but I cannot think the project a hopeful one. What the labourer requires to complete his education is, I repeat, hard work in the school of necessity, a school which, in all probability, circumstances may soon establish, and in which a desire of bettering one's condition is by far the most important lesson to be learnt.

Political economy might doubtless prove a profitable study to those who, from the position they occupy either as statesmen or capitalists, must be held responsible for a wise application of the nation's resources. A confused sense of their own deficiencies in this respect may have led to the idea of imposing a sort of knowledge on the labouring classes.

Among the most essential points which the Government might have to learn, would be, firstly, that where the accumulation of some little capital is a matter of such urgent necessity, it is by no means advisable to lay a tax upon property. Secondly, that the best way to give the people a taste for labour is not to make them lose a third of their time in futile parade and military exercises.

Horticulture, Orchards, Vines, &c.—Plums, from which a spirit called *sligovitza* is distilled, are the fruit most abundantly produced here; the cheapness of this spirit, a quart of which may be had for a penny, is one great bane of the Principality. Other fruit, mostly wild, such as strawberries, cherries, walnuts, melons, &c., are to be found in the interior. But gardens (that is, anything deserving the name) are to be met with only at Belgrade. Even these show little or nothing in the way of ornamentation; though the natural Flora of the country is choice and varied, they consist almost entirely of fruit-trees and vines, interspersed with onions and cabbages. There are also in the suburbs of Belgrade some market gardens cultivated by Bulgarians. Vines are everywhere grown, but they are badly kept, and the country wines are spoilt from want of care in the making, the grapes are neither picked or properly cleaned, and the stalk and the fruit are pressed together. At Stragari, however, and Negotin, strong wines, and of an agreeable though rough flavour, are produced. The grapes of Semendria are also celebrated for their fine quality.

Manufactures.—I have seen it stated that the only manufactory in Servia is that for rifles, cannon, and gunpowder at Kragugevatz and Stragari. This is not strictly correct, however; powder is likewise made in great quantities by the peasants in most of the districts in the interior. Domestic industry here contributes, moreover (as, indeed, where does it not? the more backward the country the more largely it does so for the most part) to the clothing of the population, male and female; the old-fashioned loom and distaff do their work, such as it is, in this way: but though trading corporations have been instituted, skilled industry is by no means extensively developed. The crafts exercised by native Servians are those of coblers, sandal (opauka) makers, blacksmiths, coopers, and cart and wheelwrights, &c. Commercial exchange is thus in a great measure confined to imports and exports, which in a country where facilities have been so widely created for it in the shape of roads by the Government must occasion some surprise. In the Turkish provinces

road-making has been but recently carried out, and much remains to be done to place them in this respect on an equality with Servia. But though highways may be wanting there, byways, bad as they may be, suffice for the purposes of a brisk internal traffic; while in Servia with both veins and arteries there is no healthful circulation. The fairs, too, are mere cattle fairs, and not like those of European Turkey, the periodical emporiums of home as well as foreign produce.* A fact which more than any other, perhaps, proves the inertness of the Servians, is that their houses are for the most part built and repaired for them by itinerant masons and carpenters from Macedonia and Albania; 5,000 of these pass and repass the frontier every year. Their annual savings (those of masters as well as journeymen) are computed at 50,000*l.*, a heavy but self-imposed tax on a poor but indolent population.

Capital and Credit.—The amount of trading capital, fixed or floating, in Servia is insignificant. With the exception of the works and machinery of the two Government establishments mining and military, at Maidanpek and Kragugevatz, together with some flour mills and two or three breweries at Belgrade, to which may be added the public roads, though as yet conducive rather to military than commercial development, the only fixed capital consists of the cattle and rude implements employed in agriculture. The equally old-fashioned looms and distaffs before alluded to as employed in domestic manufacture cannot be regarded as stock-in-trade, no more, indeed, than the annual produce of the land consumed in the support of any but the trading population can be viewed as floating capital. The amount of the latter in circulation or available in the hands of bankers or merchants cannot be stated, simply because it is not easy to detect its existence anywhere. There is in fact no monied class; not only no banks, but no private bankers or merchants even commanding any resources to speak of in the way of capital.

In the statistics lately published under the authority of the Government, an estimate is given of the public wealth, which though pretending to a suspicious degree of accuracy and minuteness, is curious from the absence it betrays of anything in the shape of funds devoted to commercial objects. It has reference only to real property. I extract the following details:—

"The wealthiest municipalities are those of Belgrade, Semendria, and Palauka, and the poorest those of Kroupaja, Ivanitza, and Razian. Thus it appears on an average that the fortune of each individual at Belgrade is twelve time greater than that at Kroupaja.

"The richest districts in Servia are those of Semendria, Kragugevatz, and Kujazevatz; the poorest those of Podrinsko, Onzitza, and Thatchak.

"At Belgrade there are eighty individuals who may be ranked as rich proprietors, that is to say, whose property may be respectively valued at from 1,500*l.* to 18,000*l.*, viz.—

		£		£
"25	Individuals posssessing	1,500	to	2,000
16	„ „	2,000	„	2,500
12	„ „	2,500	„	3,000
7	„ „	3,000	„	3,500
2	„ „	3,500	„	4,000
5	„ „	4,000	„	4,500
4	„ „	4,500	„	5,000
6	„ „	5,000	„	18,000"

* By some writers blinded by prejudice, or having a very superficial knowledge of the country, it has been asserted that Turkish manufactures are exclusively supplied by the Christians. So far from this being the case, there are many trades in Turkey exclusively carried on by Turks. The tanners, for instance, as well as cutlers, braziers, shoemakers, all of them good and skilful workmen in their way, are Turks. Cloth of three descriptions, gold embroidery, and many other articles are manufactured by both Christians and Turks.

Thus their aggregate wealth amounts to 208,990*l.*, but it is all mortgaged to the Government for money advanced to them by it, and amounting to 37,567*l.*

From this moderate sum advanced on real property at Belgrade, little or nothing can have been converted into trading capital; it is either absorbed in personal expenditure or additional investment in building, for which a mania seems to prevail.

These statements are followed by a calculation, from which it results that the average substance or property of each individual in Servia amounts to 8*l.* 10*s.*, which as compared with that realized in other countries, and even in Greece and Wallachia, by no means satisfies the official writer. He is comforted, however, with the discovery that these individual shares of the aggregate substance were formerly much more considerable, and that the amount of money circulating in Servia in the year 1843 was three times greater than in 1863. In the former year also he assigns to every hundred families property to the amount of 5,799*l.*, whereas in the latter, the same number, he says, possessed only 4,413*l.* The data upon which this relative distribution of worldly goods is made are not very clear; not so, however, the motives of the writer, which are obvious enough. The year 1843 is apparently selected for comparison as succeeding that which witnessed the expulsion of the reigning family from Servia, from which time it is concluded there has been a gradual decline in the material resources of the people. Unfortunately for this hypothesis, it is opposed to all received notions on the subject, inasmuch as it represents this decline to have been simultaneous with a vast increase of the population. This statement, indeed, on the latter point, I have in another part of this Report shown to be fallacious, and in these discrepancies we have a new and additional proof of its being so; nor is this all. The writer himself, now intent apparently on proving a diminution of the national wealth, falls into other contradictions, affirming that—"In the year 1843 the number of minors legally registered was 694, but in the year 1863 as many as 9,350 were inscribed, which is a proof that more parents die prematurely now than formerly."

The fact is, that this extraordinary increase of population, and this extraordinary decrease of the public wealth, are alike imaginary; but there can be little doubt, on the other hand, that the amount of capital disposable for trade and agriculture has from other causes been considerably diminished. Nor is the financial position of the Government, on the showing of the budgets, much more flourishing; so that advances in aid of commercial enterprize can scarcely be looked for in that quarter. Still, considering that Government has since the restoration of the reigning dynasty, assumed the administration of various public trusts before independently administered, in addition to a fund for lending money upon mortgage, established by Prince Alexander in the year 1858, it cannot reasonably repudiate the responsibility incurred by mismanagement, but is bound to explain why these resources which, if judiciously applied, would have placed Servian capital and credit on a sounder basis, have been all but exhausted, without a single step having been taken in a direction so desirable. By the institution of a Government bank of discount, combined with securities by mortgage or otherwise, great facilities, one would have thought, might have been offered to commerce. But nothing of the kind has been attempted. The fund I have referred to as established from savings of the revenue, by Prince Alexander, for advancing money on mortgage of lands and houses (six per cent. being charged for interest, and two per cent. for redemption), though it may have been of some benefit to agriculture, can nowise have promoted the interests of commerce, which demands expeditious as well as sure returns.

IMPORTS FROM AUSTRIA IN 1860.—*continued.*

	£	s.	d.
Brought forward ..	111,751	3	0
Dressed Hides	5,812	0	0
Books	478	6	0
Carriages	427	3	0
Horses	835	9	0
Fans	1,432	0	0
Cochineal	4,614	8	0
English Woven Fabrics	33,623	0	0
Linen	14,990	0	0
Rum	1,935	14	0
Rice	3,256	0	0
Salt	2,542	14	0
Indigo	1,603	12	0
Cloth	9,942	0	0
Shirts	642	10	0
Potatoes	337	7	0
Medicine	723	4	0
Sugar	26,565	8	0
Sundries	40,292	16	0
Total	£261,803	14	0

IMPORTS FROM WALLACHIA, 1860.

	£	s.	d.
Meal	881	0	0
Corn	1,670	0	0
Maize	1,289	4	0
Horses	5,136	0	0
Fish	521	3	0
Pigs	92	0	0
Salt	9,524	16	0
Various	921	3	0
Total	£20,035	6	0

Imports.—The most remarkable circumstance in connection with imports is, that within the last ten years, such part of them as is made up of manufactures has been more and more supplied from Austria and less from Turkey, so that at present almost everything coming under this head is furnished by the former. It will be seen, by reference to the above Tables, and more particularly to the export and import returns of 1850 and 1860, to what extent the imports of Turkey have, through this change of market for manufactures, declined. The reason why Turkish manufactures have of late years been so extensively superseded by Austrian is, independently of any superiority of fabric, the advantages afforded in respect to carriage and correspondence by railway and steam navigation.

British manufactures, consisting of cotton and linen goods, enter largely into these imports; for instance, in the year 1860 were imported—

	£
Cotton Goods	33,623
Linen Goods	14,990
Total	£48,613

It is certain, moreover, that much of what appears under the general head of manufactures is also British. Trieste is the *entrepôt* through which most, if not all articles of British industry are introduced into Servia, between which country and Great Britain there is little or no direct trade. This is chiefly in the hands of Austrian houses, who, besides the bales exclusively made up of British manufactures, furnish others, which are assorted, and in which English goods find also their

way to this market. They consist of long cloths, hollands, prints, maddappollams, and iron wares. Cotton twist is likewise in demand, but owing to the falling off of credit before alluded to, can be purchased only with ready money. The same rule will apply to colonials, being entirely French and Dutch, and of cheap and inferior quality. They may, in these respects, class with Austrian manufactures, which can be disposed of only in poor and bad markets. The annual consumption of colonials in Servia will, perhaps, more than anything else, indicate the scale of comfort in which the inhabitants can live, and it would from this certainly appear to be low enough.

Colonial Imports of 1860.

	£	s.	d.
Coffee	1,351	10	0
Sugar	26,565	8	0
Rum	1,935	14	0
Indigo	1,603	12	0
Rice	3,256	0	0
Cochineal	4,614	8	0
Total	£39,326	12	0

Compared with the consumption of colonials in other Turkish provinces, where also English colonials are considerably in demand, this yearly bill is very meagre indeed.

One of the principal articles imported from Austria is salt; it is the produce of the Hungarian mines, and has become virtually a monopoly, not from any fiscal regulations of the Servian Government, but owing to a contract exclusively granted by the Austrian Government to a capitalist —the only one in Servia, a certain Major Micha. The advantages thus insured are such as to enable their possessor to override competition. Some French salt, however, and some produced by evaporation from sea water, has been imported, but in very inconsiderable quantities.

Transit Trade.—The transit trade through Servia, between the Austrian and Turkish provinces, would, on the face of the returns, appear to be comparatively small. A closer examination, however, will show that much of the items set down in these Tables as the direct imports and exports of the Principality belong properly to the transit returns. These misstatements can be more easily detected in the Tables of exports to Turkey, where the enumeration of manufactures, and articles which are notoriously not the produce of Servian soil and industry, speaks for itself, than in the Tables of exports to Austria, consisting chiefly of cattle and raw products, such as oxen, sheep, hides, wool, tallow, &c., which are the common products of Servia and Bulgaria.

Transit Goods.

Year.	From Turkey to Austria.			From Austria to Turkey.			Total Value.		
	£	s.	d.	£	s.	d.	£	s.	d.
1850	62,833	15	0	37,290	0	0	100,123	15	0
1851	79,824	13	6	89,226	16	4	169,051	9	1
1852	115,037	18	6	23,151	7	4	138,189	5	10
1853	189,986	17	2	33,711	12	0	223,698	9	2
1854	103,056	15	2	36,236	8	2	139,293	3	4
1855	69,204	8	8	117,484	8	4	186,688	17	0
1856	109,160	3	10	77,608	17	0	186,769	10	10
1857	88,996	3	2	52,886	3	8	141,882	6	10
1858	101,796	6	0	56,696	14	0	158,493	0	0
1859	94,821	15	2	43,630	17	2	138,452	12	4
1860	142,370	3	4	44,810	17	2	187,181	0	6

The home trade of Servia, as I have already intimated, is confined to the sale and purchase of live stock. There are thirteen fairs held for this every year in different districts, and it will be seen by the following tables to what extent it changes hands.

HOME TRADE OF SERVIA.

In 1861—	No.	£	s.	d.
Oxen and Cows	17,936	53,698	17	0
Horses	4,719	19,234	16	0
Total		£72,933	13	0

In 1862—	No.	£	s.	d.
Oxen and Cows	23,627	75,419	4	0
Horses	2,845	14,633	9	0
Total		£90,052	13	0

Colonization.—Emigration from the Turkish provinces has, in contravention of the Hatti Sherifs, been always encouraged by the Servian Government; as the emigrants, however, have for the most part consisted of refugees, political or criminal, the advantage Servia can have derived from such sources must be more than questionable. It might have been different if Europeans could have been induced to emigrate; but none, with the exception of Austrian outcasts and adventurers, who swarm in Belgrade and in some of the larger towns, have made the experiment. The principal and perhaps only inducement to settlers from Europe would be offered by the cheapness and fertility of the soil. Labour and capital they would have to provide themselves, for these are certainly not indigenous, nor are markets for Servian produce easily accessible. The most objectionable condition of colonization, however, would be that they must forego the protection of their own Governments; they could not, as in other parts of Turkey, purchase land under the names of native subjects, they could hold it only in their own right as naturalized Servians. The statements contained in this Report, as to the tenure of property and administration of law will show how far this might be considered safe or practicable. Among the people themselves their respect for law by no means corresponds with their liking for litigation. They are disposed also to look upon strangers as intruders, a feeling which, among men who have been only till of late years masters in their own country, is by no means unnatural. There is much in their patriotism and independent character to admire, without praising them for qualities they do not possess, and of which the chief and most decided is industry. It is to this and to political influences, inasmuch as by warlike levies and organization, they interfere with and discourage industry, that Servia owes her backward state. This it is that has destroyed her capital and credit, and must, if not speedily reformed, preclude all hope of her becoming, with Belgrade, as has been more than once suggested for a free port, an important field of commercial enterprise.

Belgrade, November 5, 1864.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS.

Presented by Command of Her Majesty to both Houses of Parliament,
MAY, 1865.

LONDON:

PRINTED BY HARRISON AND SONS.

1865.

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RUSSIA.

ODESSA.

Report by Mr. Consul General Grenville Murray on the Cultivation of Flax in Southern Russia.

It is not easy to collect trustworthy facts; but I am at length able to forward your Lordship a few papers which will throw some light upon the question.

Mr. Stevens, the British Vice-Consul at Kherson, writes in the enclosed despatch that he made enquiries as to the possibility of selecting flax-stems for exportation as far back as 1859, but found that the expense of conveyance to a port for shipment would be too costly. He adds that, although there are more than 200,000 acres of land under flax in the Government of Kherson, very little is grown in the immediate neighbourhood of the Black Sea; and, as it is only sown on virgin soil, its cultivation is annually falling farther into the interior. A great deal of flax is grown on the banks of the Dnieper, between Nicopol and Ekaterinoslav, but the means of river-transport are insufficient, and freights are too high to make it worth the attention of commerce. The plants are not burned, but the best stems are pulled and selected for making a coarse kind of linen. It is only the refuse of the crop that is either burnt or employed in thatching. There is a kind of rush very plentiful near Kherson which might be worthy the attention of the paper-manufacturer.

I now enclose a letter from one of the largest landowners in Southern Russia. He says that the flax-plant is extensively cultivated in New Russia, Bessarabia, Kherson, and Ekaterinoslav. Odessa alone annually exports more than 140,000 quarters of linseed.

While these provinces continue to be thinly populated, he thinks that the cultivation of flax will increase, as it is less troublesome and expensive to produce than the cereals; but, if the population increases, the land under flax must decrease, as it requires virgin soil, which will become scarce.

The plant is now cultivated chiefly for the seed. No care is taken to grow good stems; and this country being subject to drought four years out of five, the want of moisture renders the stems of little value, though it does not affect the seed. When a season, however, has been wet, the peasants convert the stem into flax for linen. It is only when the stalk is worthless for manufacturing purposes that it is burnt. If the person desirous of employing the stem in paper-making could pay from 3*s.* 6*d.* to 4*s.* 6*d.* per Russian poud—say 36 lbs. English,—delivered at a seaport ready for shipment, the landowner is of opinion that they could be supplied with a large quantity from this country; and, if encouragement of a ready market were offered, the cultivation of the plant for the stem would immediately occupy the attention of growers.

The next letter enclosed is from the chief of an eminent commercial firm, which may be considered at the head of the trade of Southern Russia. He considers the exportation of the flax-plant from this country could not be made profitable. The expense of bringing stalks to Odessa would be nearly 9*l.* sterling per ton, without counting their cost price, while the charges of shipping them to England would be from 6*l.* to 7*l.* sterling per ton more,—thus making the total cost of the article in England between 15*l.* and 16*l.* sterling per ton, while the best rags in London are worth only from 12*l.* to 13*l.* sterling per ton.

The last paper I am yet able to enclose is a letter from Mr. Pitancier, a merchant and experimental chemist at Odessa. He states that his attention has been for some time attracted to this subject, and that he has made several experiments with a satisfactory result. He adds that there are other vegetable substances grown in this country which could be used in the manufacture of paper, and he appears to have a method of his own and some peculiar machinery. Mr. Pitancier is a clever and enterprising man. I hope, therefore, to be able to obtain further information from him in the course of a few days.

I have been unwilling to delay this despatch any longer, lest I should seem to have neglected my duty, but I am still actively engaged on the subject, and shall immediately forward any trustworthy communications I may receive. Doubtless, also, if your Lordship thought it desirable to authorize me to make a journey of observation into the interior, the result would be more accurate and satisfactory than could be derived from any information collected by other means.

Odessa, February 1, 1865.

Mr. Vice-Consul Stevens to Mr. Grenville Murray.

Sir, *Kherson, December* 20, 1864.

I have the honour to acknowledge the receipt, yesterday, of your despatch of the 16th instant, enclosing copy of a letter from R. F. Dunlop, Esq., Justice of Peace for Louth, to Her Majesty's Under Secretary of State for Foreign Affairs, regarding flax as a raw material for paper-manufacture, and instructing me to furnish information on the subject.

I beg to state, in reply, that the subject to which Mr. Dunlop's letter relates, first came under my notice, from personal observation, as far back as the autumn of 1859, while on a visit to the estate of the late Nicholas Engelhardt, Esq., distant about twenty-five miles from Kherson, where I

saw the peasants, after removing the linseed, burning the valuable plant for heating ovens, and thatching roofs with it, some few of the longest and thickest stems only being put aside for spinning purposes.

Later, I had occasion to speak with the then Governor of Kherson, Mr. A. de Bashmakoff, on the subject, as also with several other persons among the landed proprietors and commercial men in this direction, and, while all agreed that it was a great pity that such valuable material should be turned to no other account than that already stated, they were unanimous also in attributing the result to the want of cheap transport, by which the residue of the crops could be brought to convenient places for shipment, even if the article could bear the heavy freight and expenses consequent on its despatch to the west of Europe.

With Mr. Engelhardt I had agreed to prepare the fibre, by a primitive manipulation, to admit of its being pressed into bales for transmission to a London firm, on trial; but when the women who prepare the material were consulted, they argued that this would be turning it into flax, for which there was always a ready sale on the spot when of a tolerable quality, while, if very inferior, it could not stand the expense of this hand-labour operation. Thus, with the emancipation of the serfs in 1861, causing a dearth of hands, the death of Mr. Engelhardt the same year, and further assurances from competent persons that the difficulties of transport and manipulation were insurmountable, I relinquished my endeavours in the matter.

The statement made by Mr. Dunlop's informant as regards there being considerably more than 200,000 acres of land under flax in the Government of Kherson and neighbourhood of the Black Sea, is not overrated; but for the most part the cultivation of linseed on the immediate borders of the Black Sea is trifling, and, as virgin land is invariably had recourse to for the growth of this grain, it is annually becoming less, the crops thus being more and more confined to the interior. There is undeniably sufficient land under flax annually on the banks of the Dnieper to supply almost any amount of shipment of the stems referred to by Mr. Dunlop, especially in the line of country between Nicopol and Yekaterinoslaw; but the river navigation is yet in its infancy, and little or no competition is offered to the Russian Steam Navigation Company's steamers, which keep up freights, and nevertheless annually fail to supply the tonnage required between the epochs of the new crops and the closing of the navigation by frost, thus leaving large supplies in store during winter, to the great detriment of traders.

Mr. Dunlop's informant has, however, decidedly fallen into error as regards "the burial of the residue of the crop." I never heard of any such proceeding, nor can it be possible, because it is a well-known and accepted theory among the landed proprietors of Kherson that virgin land, after being used for flax, is next sown with wheat, the third year with rye, and then it is abandoned for eight or ten years; and though, in practice, this may occasionally differ, instances of a departure from the established rule are very rare. In preparing the ground for the second crop, I have myself observed that as much of the stubble and roots of the first are removed as is possible without incurring heavy outlay.

The manner in which landed proprietors gather the crops of land under flax, is as follows:—

When the crops are ready for gathering, peasant-women select the finest and most approved plants, take them up by the roots, and shake out the seed, free of all charge to the grower, in consideration of their being permitted to appropriate the so-chosen stems, which they convert into flax for spinning purposes, some of which is wove into coarse linen, the greater part, especially in years of very healthy crops, being sold at

the fairs, realizing, on an average, about 8*s*. per 36 lbs. English, for despatch to the Northern Governments. The rest of the crop is mowed down, and, after the seed is gathered, the stems are used for fuel and for thatching roofs, the ashes of the former being utilized, in some instances, for making soap, as a substitute for it in washing coarse clothing, and for mixing with snuff.

While on the subject, it would perhaps be interesting to mention, that there exists, in the immediate vicinity of the town of Kherson, in the extensive marshes surrounding it, another material worthy of the attention of the paper manufacturer,—a species of the "juncus," or rush (Russian $\frac{\text{Tibpocmreukb}}{\text{Trostnik}}$, but known in Kherson as $\frac{\text{Kyra}}{\text{Kuza}}$. It may be had in almost any quantity, and could easily be brought to points convenient for shipment, if the yield would bear the expenses of cutting and freight. Of this and the stems of the linum, I would feel happy in forwarding fair samples, in any quantity which may be necessary, to any paper-manufacturer in England desirous of receiving them, though, as a matter bearing on enterprise for British capital, it would be more economical to set up a steam paper-mill in this country, bringing the machinery and competent persons for the working of it from England.

I shall also feel it a pleasure at any time, to offer any further details on the subject to anybody interested in the matter.

I have, &c.,

(Signed) Geo. Alex. Stevens,
Vice-Consul.

From a Russian Landowner to Mr. Grenville Murray.

Le $\frac{14}{26}$ *Décembre*, 1864.

La graine de lin se cultive dans la Nouvelle Russie et particulièrement dans les provinces de Bessarabie, Kherson, et Ekaterinoslow, sur une assez grande échelle; de sorte que par le port seul d'Odessa il s'en exporte plus de 200,000 tchetverts ou 140,000 quarters, chaque année.

Tant que la population sera rare dans le pays, la culture de cette graine pourra prendre encore plus d'étendue, car elle est plus avantageuse que celle du blé; elle se vend beaucoup plus chère que ce dernier, et sa recolte demande moins de bras que celle du blé.

Mais avec une population plus dense, cette culture ne manquerait pas de décroitre, parcequ'elle demande de la terre vièrge qu'on aurait de la peine à trouver avec le système usité dans le pays de n'employer aucun engrais.

La culture de la graine de lin se fait ici uniquement en vue de la graine, et non de la filasse, et c'est pour cela qu'on yette très peu de sémence (par 2 mercer ou $\frac{1}{2}$ hectolitre dans le hectare), dans les champs, pour que les épis qui sont panachés puissent avoir de l'espace pour prendre plus de développement, et porter plus de grains, au dépens de la filasse. Il ne faut pas encore oublier que la secheresse dont le pays souffre plus ou moins é années sur 5, attaque moins les grains que les tiges, qui, ne pouvant sélever et grossir donnent une filasse chétive, peu consistante et de peu de valeur; c'est pour cette raison qu'elle sont sacrifiées pour la graine, et ne servent qu'à couvrir de chaumes les maisons des paysans ou à êntre brulées. Mais quand l'année est pluvieuse, alors les paysans 'empressent à les utiliser pour en faire de la toile à l'usage de leurs familles; le rouissage de ces filasses ne demande pas beaucoup d'eau, il leur suffit des petites mares boneuses.

Pour avoir ces filasses, les paysans rendent aux proprietaires les grains, après les avoir récolté et battu gratis; ce travail peutètre estimé

de 5 à 6 roubles par hectare, et comme le rendement en filasse qu'on obtient de cette espace monte à peu près de 30 à 40 pouds, ou de 500 à 600 kilos, il en resulte que le propriétaire reçoit une indemnisation de 15 à 20 copecks par poud de la filasse qu'il cède au paysan. Par conséquent on ne peut pas dire que le pays abonde en filasse qui se perd inutilement; quand elles ont quelque valeur elles sont utilisées, et quand leurs fibres ne peuvent servir à être transformées en toile, alors seulement elles sont sacrifiées.

Cependant comme d'après la nouvelle découverte qu'on vient de faire en Europe, ces filasses peuvent remplacer avec avantage les chiffons pour en faire du papier; et si les personnes qui s'en occupent croient que leur benefices pourraient leur permettre de payer pour le poud de ces filasses rendues à un port de la mer Noire, pas moins de 1 rouble 20 copeck; à un rouble et demi, alors seulement ils pourraient compter qu'ils trouveraien de quoi s'en fournir dans la pays. Avec un pareil encouragement on s'empressera de modifier la culture de la graine de lin, on semera beaucoup plus dru, et on se contentera d'avoir moins de rendement en grains pour utiliser aussi la filasse; et quoique le transport de ce dernier à cause de son volume coute plus cher que celui de la graine, cependant le prix susmentioné me parait suffisament remunerateur; plus tard il pourrait être même beaucoup plus bas, quand le transport moyennant les chemins de fer nous reviendra meilleur marché.

Recevez l'expression de mes sentimens les plus distingué.

From a Merchant to Mr. Grenville Murray.

Odessa, December $\frac{19}{31}$, 1864.

In reply to your note of the 16th instant, enclosing the copy of a letter addressed to the British Under Secretary of State, in which the writer, referring to the cultivation of flax in our district, surmises that its fibre might be usefully employed abroad in the manufacture of paper, I beg to say, that judging from the information I have been able to obtain on the subject, I do not concur in the opinion therein expressed. It is true that flax is cultivated in the south of Russia only for the sake of the seed, in which case, as you are perhaps aware, the fibre is all but useless for the confection of flax, although the peasants do use it to some extent in the manufacture of coarse cloth adapted to their own use. The residue is employed as fuel; but were such to be carted to Odessa, the transport alone would cost very near 9*l.* sterling a ton, even if the plant was to be had for nothing. The shipping charges, freight, and landing expenses in England would amount to from 6*l.* to 7*l.* sterling, so that the ton landed in England would stand the manufacturer in 15*l.* to 16*l.*, a most exorbitant price, since the best rags can be obtained in the London market for 12*l.* to 13*l.* per ton.

From Mr. J. Pitancier to Mr. Grenville Murray.

Monsieur le Consul, *Odessa, le* $\frac{17}{29}$ *Janvier*, 1865.

Ayant apris que le Gouvernement Anglais s'occupait de trouver les moyens d'utiliser les pailles de lin de la Russie Meridionale pour la fabrication des pâtes à papier, j'ai l'honneur, Monsieur le Consul, de porter de votre connaissance que depuis trois années je m'occupe serieusement de cette affaire, que de nombreux essais ont été tenté par moi pour parvenir à exporter ce produit avec avantage et que j'ai obtenue à cet egard les resultats les plus satisfaisants.

Outre la paille de lin, j'ai decouvert d'autres végétaux très abondant dans le pays qui donneraient des avantages immenses en les transformant en pâte à papier et en les expediant en Angleterre.

Pour cette fabrication j'ai crée des appareils spéciaux et employé des procédés de traitement qui ont fait de ma part, l'objet de la demande d'un brévet d'invention.

Si vous pensiez, Monsieur le Consul, que mes services puissent être utilesés je m'interesserait volontiers dans une telle exploitation.

Je pourrai même, si vous le jugez convenable, vous soumettre de nombreux echantillons de papier fabriqués par mes procédés avec ces diverses végétaux.

J'ai l'honneur, etc.,
(Signé) J. Pitancier,
Fabrique de products chimiques,
Barrière de Tyraspah à Odessa.

(Translation.)

From the Committee of Agriculture in Southern Russia to Mr. Grenville Murray.

Odessa, December 10, 1864.

The Committee of Agriculture in the south of Russia present you with their most sincere and grateful thanks for initiating them into the trade with flax, and have the honour to inform you, sir, that your most esteemed favour addressed to the President of the Society will be read at first sitting, and the result of the discussion respecting the answers to the questions you make will be communicated to you at an early period.

(Signed) President Count Tolstoy.

Further Report by Mr. Consul General Grenville Murray on the Cultivation of Flax in Southern Russia.

With reference to my report, dated February 1, 1865, respecting the cultivation of flax in the province of Kherson and the neighbouring districts, I am happy to be able to add that I have succeeded in collecting some further information.

Flax is very extensively grown in Southern Russia for the seed alone. After the seed is collected the plants are either burned or are used for thatching. The idea that flax might be profitably employed as an article of commerce has been entertained for some years by merchants residing here, and attempts have been made to export it, but without success. The expense of carting it to a seaport, and the heavy freight charged for its conveyance to England or France, have proved obstacles which rendered its sale impossible, and no further trials appear necessary to confirm a fact which has been already established at heavy cost. It is clear that flax cannot be usefully exported from here without previous preparation, to reduce its bulk, and lessen very materially the cost of transport.

A process appears to have been discovered by which the useful portion of the flax plant could be easily extracted, and profitably exported. M. Pitancier, an experimental chemist, is the inventor. He is a gentleman of some local importance, who gained a medal at the Great

Exhibition in 1851, and two medals in the Exhibition of 1862, for chemical products of his manufacture. During several years he has given his attention to the subject of employing flax in the manufacture of paper. He found that the stems could not be profitably exported in their crude state, for the following reasons:—Firstly, because the plant is too light and too bulky. Secondly, because it cannot be easily reduced by pressure. Thirdly, because the material applicable to the purposes of the manufacturer is small in proportion to the refuse matter, amounting, indeed, only to sixteen per cent.

Appreciating the value of flax to papermakers, M. Pitancier studied the possibility of separating the fibre from the woody matter, and then exporting the fibre. To do this cheaply, however, in a country where good workmen are rare, and water is scarce, was the great difficulty. At length he discovered a method which did all he desired without water, and he now finds that he can reduce the expense of freight and carriage on flax by eighty-four per cent., or five-sixths, through this process.

M. Pitancier further advocates the reduction of the fibre into paste previous to its exportation. This can be done by another process of his own in less than seven hours, and at a very small cost. He calculates that the paste so produced could be sold to papermakers in England or France at about half the price now paid for raw material.

M. Pitancier has obtained a patent from the Russian Government for his method of treating paper-producing plants, and he is now constructing a paper manufactory in Odessa, to supply local demands, which are considerable. As, however, an export trade would be more lucrative, he proposes to enter into engagements with any firm in England desirous of utilizing the materials for paper now wasted in this country.

M. Pitancier states that there are other vegetable productions here of far greater value to the papermaker than flax, and especially calls attention to straw of various kinds, and the leaves of maize. The reeds growing on the banks of rivers he has also ascertained by experiment yield nearly fifty per cent. of their bulk as material for paper. The rush is almost as rich; and the paper produced from these plants is strong, lustrous, and even.

M. Pitancier has drawn up a report on these plants, and has annexed samples of the materials he uses, and of the various qualities of paper he can produce. I have the honour to inclose this report, and will transmit the box of samples by the first opportunity.

My inquiries tend to show that Southern Russia grows an immense quantity of flax, which could be usefully employed in papermaking. But all my informants combine in declaring that it cannot be exported in its natural state; for it is evident that an article must be of great value to admit of its being sent thousands of miles, when only one-sixth part of it is of any use. The same argument applies with more or less force to all vegetable productions of like nature. These are very plentiful in Southern Russia, but under scientific treatment only could they be exported with advantage both to the producer and to the consumer.

I have now the honour to inclose a letter from Mr. Bernstein, one of the most eminent brokers at Odessa, who has previously, on several occasions, rendered important services to Her Majesty's Government, in similar inquiries to the present. Mr. Bernstein, after stating the exact quantity of land under flax in the province of Kherson, gives some information as to the mode of cultivation of the kind of flax grown there, as well as the quantity produced. Mr. Bernstein gives his opinion that the flax fibre could be pressed in the same manner as wool and cotton, so as to be exported in a small compass; but I am not inclined to attach the same weight to his opinion on the subject as to that of M. Pitancier,

although it is just possible that an inventor may be a little misled by his own theories. Mr. Bernstein thinks, as is natural, looking at the question from his point of view, that British capital might be profitably employed to purchase the raw material here, without reference to M. Pitancier's inventions; and he adds that it could be bought for little more than the cost of transport. He also thinks that the erection of a paper-mill here would be a good speculation. I have the honour, likewise, to inclose a translation in French from the German newspaper published here, trusting that it may be read with interest.

In conclusion, I am bound to observe that a reliable estimate of the quantity and quality of the fibre which Southern Russia could annually export can only be made by an actual survey of the lands under flax, and other plants useful to the papermaker. Doubtless if a sound conclusion were arrived at on this subject, and the result should, as appears probable, be satisfactory, the price of many useful kinds of paper might be materially lowered.

Odessa, February 23, 1865.

Mr. Pitancier's Report on Paper Producing Plants in Southern Russia.

Exposé sur le moyen le plus avantageux d'exporter en Angleterre les filasses de lin, et la cellulose des pailles de blé, de seigle, de maïs, et de roseaux qui croissent en abondance dans la Russie Méridionale.

Depuis plus de trois années, je m'occupe de cette grâve question et à force de recherches et d'essais de tous genres je suis parvenu, non seulement à trouver le moyen de rendre ce produit exportable, mais encore à convertir en pâte à papier et en papier tous les végétaux riches en cellulose dont la Russie Méridionale abonde.

Parmi tous ces végétaux celui qui fixa le plus mon attention, fut le roseau qui croît en abondance, sur les rives du Dniéper et du Dniester, lequel m'a produit un bon papier, dont la pâte se blanchit à peu de frais.

Pour débarrasser économiquement la cellulose de ses matières incrustantes, j'ai dû avoir recours à des appareils et à des procédés spéciaux, et afin de me mettre à l'abri contre toute imitation et toute concurrence; j'ai dépose la demande d'un brevet de dix années en Russie, tant pour les appareils que pour les procédés de fabrication.

Je suis donc aujourd'hui en état de pouvoir prouver aux hommes compétents les avantages immenses qui résulteraient de la transformation de ces divers végétaux soit en pâte à papier, soit en papier.

Je vais entrer dans quelques détails relatifs à ces diverses plantes.

Paille de Lin.—Depuis plusieurs années quelques maisons de commerce d'Odessa ont essayé d'expédier de la paille de lin en Angleterre; les résultats n'ont pas repondu aux espérances.

En effet: ces pailles que l'on exportait étant peu compressibles représentaient un trop grand volume. La partie ligneuse de cette paille, dite chénevotte, résiste trop à la pression et en supposant même que l'on soit parvenu par des pressions énergiques à la reduire en un très petit volume; il n'en aurait pas moins fallu transporter dans le part le plus voisin puis charger sur le navire 100 parties de paille de lin pour n'obtenir en Angleterre que 16 parties de cellulose propre à la fabrication du papier.

Il est à observer que ces pailles de lin se trouvent rarement sur les

bords des fleuves navigables, mais bien à une distance de 50, 100, et même 200 verstes dans l'intérieur des terres.

Il fallait donc songer à trouver un moyen économique pour transporter dans le port le plus voisin la filasse adhérante à la paille de lin, mais en aucun cas la paille de lin.

Cette question se trouve aujourd'hui résolue. Il s'agirait simplement d''aller dans les compagnes ou les pailles de lin sont en abondance et à ll aide d'une locomobile d'une faible puissance et d'une machine à teiller fe lin non roui, on obtiendrait une économie, considérable tant dans les rais de transports que dans ceux exigés pour une pression convenable.

La paille de lin par elle-même, coûte fort peu sur les lieux ou on la récolte, les frais de transport la font revenir à un prix plus ou moins élèvé, selon la distance qu'on lui a fait parcourir.

Il est certain qu'en faisant subir à la paille de lin un traitement qui la débarasserait sur les lieux même de la partie ligneuse, puis en réduisant la filasse obtenu en pâte à papier dans un établissement spécial qui serait situé dans le port d'embarquement le plus voisin, il est clair que ce produit bien traité dans les appareils spéciaux dont j'ai parlé plus haut serait bien préférable aux meilleurs chiffons, attendu que 100 parties de cette pâte fournirait de 95 à 98 parties de première qualité.

Paille de Froment, de Seigle, et de Maïs.—Il y aurait les même avantages ce transformer en pâte ou en demi pâte non blanchies, toutes les pailles des céréales recueillies dans les campagnes avaisinant un port navigable, mais ces opérations devraient être faite, sur les lieux de productions. Ces pailles sont très abondantes et s'obtiendraient à vil prix.

Roseau.—Une quantité considérable de roseaux croissent sur les rives du Dniéper et du Dniester, ces roseaux sont très riches en cellulose et produisent un papier de bonne et de belle qualitée. La pâte se blanchit facilement, mais les moyens à employer pour débarrasser, économiquement la cellulose de toutes les matières incrustantes demandent une étude spéciale et des appareils appropriés à ce genre d'opération. J'ai travaillé avec assiduité durant trois années à ces divers traitements, j'ai fait confectionner des appareils de toute sorte pour tous mes essais et enfin je suis parvenu à obtenir à peu de frais les pâtes et le papier dont je remets un échantillon.

L'avantage immense de mes procédés, c'est que la cellulose n'est nullement attaquée malgré l'énergie de mes procédés, que le même produit employé à la désagrigation peut servir indéfiniment, et qu'au lieu de perdre de la force, il ne fait qu'augmenter, enfin que la force motrice est diminuée de moitié pour réduire la matière en pâte fine.

Ci joint :—

1. De la pâte de roseaux à sa sortie de l'appareil sans avoir passé ni aux meules ni aux piles.
2. Après un broyage à la pile de dix-sept minutes.
3. La pâte No. 2, blanchie.
4. Carton et papier non collé, fabriqué à la cure sans sablière, sans épurateur de pâte, et sans avoir été passé aux cylindres, ce papier à simplement été pressé à l'aide d'une presse à vis.
5. De la paille de lin traitée chimiquement je faudrait une machine spéciale pour débarrasser le ligneux de la filasse.

Quant à expédier la matiére brute d'Odessa en Angleterre, l'opération commerciale est impratiquable, mais, s'il s'agissait d'expédier ces pâtes, semblables au No. 1 ou 2, il y aurait alors un avantage immense pour l'entreprise.

Si les gros cartons peuvent entrer en franchise de droit en Angleterre,

la pâte pourrait être expédiée sous cette forme, mais sans que ces cartons soient fortement comprimés, attendu que la désagrigation deviendrait difficile. L'on pourrait aussi expédier la pâte après avoir été essorée dans un centrifuge puis sechée complètement, l'été au soleil, l'hiver à l'éture. Mais elle devrait être comprimée à la presse hydraulique afin d'occuper le moins de place possible.

En ne comprimant que la filasse de lin débarrassée du ligneux, il y aurait, outre l'économie sur le transport, l'avantage de ne presser que vingt parties au plus au lieu de cent, ce qui réduirait considérablement la main d'œuvre.

Odessa pourrait être le centre des opérations, soit pour préparer les pâtes, les socher, et les presser.

L'on débarrasserait dans les campagnes environnantes les filasses de lin de la partie ligneuse, et la cellulose des roseaux, des pailles de blé, de seigle, et de maïs d'une partie des matières incrustantes et les opérations se termineraient à Odessa.

Je pourrais mettre à la disposition de l'entreprise un local convenable dans lequel est établie une machine à vapeur de trente chevaux avec ses deux chaudières de la force de soixante chevaux. Les autres appareils seraient fabriqués en Angleterre, et si mes connaissances dans cette fabrication pouvaient être utiles je les mettrais volontiers à la disposition de l'entreprise.

J. PITANCIER.

[*M. Bernstein's Report on Paper Producing Plants in Southern Russia.*

Dear Sir, *Odessa, $\frac{3}{15}$ February*, 1865.

I had the honour to receive in due time your esteemed letter of the 16th December last, inclosing copy of a letter from the Foreign Office, requesting information concerning flax as a material for paper manufacturing purposes.

Most happy to render any service to you personally, and to the British Governmeut you represent here, I have made active efforts to obtain the best and most detailed information, not only here, but also from the interior.

I have thus been unavoidably obliged to postpone transmitting you my reply, but I trust you will excuse me.

With regard to samples, I have written to friends in the province, and immediately I receive them I shall not fail to hand them to you. I now beg to call your attention to the following details :—

In the Government of Kherson, about 80,000 dessiatines (or French hectares) of land (after lying seven or eight years fallow) are annually cultivated with flax. No kind of manure whatever is employed in this culture. Operations are limited to a simple autumn ploughing, sixteen or eighteen centimetres deep, and followed by two harrowings in the following spring. No hoeing nor weeding are ever resorted to. The expense of cultivation for one dessiatine (seed included) does not exceed six or seven roubles.

Coarse flax is the only kind cultivated in this country, and solely for the sake of obtaining the grain. The inconvenience of our dry temperature, want of water for retting the flax, scarcity of hands, &c., prevent us from cultivating the other kinds for the fibre.

Taking for basis the average of ten years' crops, one dessiatine gives

about four tchetwerts linseed, which produces an annual total of 320,000 tchetwerts of grain, and about 45,000,000 kilogrammes weight of plants, containing excellent flax. This refuse material is generally employed as fuel, or is left to rot, in consequence of the considerable distance it is from the linen and paper mills.

Flax in this country is generally mowed in the manner wheat and other cereals are, so that the stem is detached from the root (the totally useless part).

Having separated the grain from the stem, and exposed this latter to the action of dew or rain, to dissolve the resinous gum, and after getting it trampled or beaten asunder by horses on a threshing floor, one may obtain the fibre almost entirely deprived of its liguous particles. This experiment has already been made by one of my acquaintances in a neighbouring farming establishment.

This fibre could be pressed in the same manner as wool and cotton, so as to be exported in the smallest possible volume.

It is more than probable that an English company furnished with necessary capital, and establishing at Odessa an office for the purchase of the material (which could be obtained for little more than the cost of transport), and erecting a paper-mill, would reap very large advantages on the capital employed for this purpose.

I have, &c.,

(Signed) M. Bernstein.

Journal d'Odessa, Allemand. No. 7.

(Translation.) *Janvier* 18, 1865.

Dernièrement nous avions une conversation avec un propriétaire, grand cultivateur de graine de lin, et nous le demandions ce qu'il faisait avec les brins de lin (tiges) contenant ce filament si précieux. "Je m'en sers pour chauffage," était sa réponse.

Le manque de main d'œuvre l'empêche de faire couper ou arracher le lin, il le fauche et si sert d'un moulin à battre le blé, pour dégager la graine. De cette manière le fil n'est plus propre pour le tissu.

Néanmoins la matière gagnée par cette méthode est toujours encore beaucoup trop précieux pour servir de chauffage.

Un fabricant de papier pourrait en tirer grand profit, vu que cette matière vaut presqu'autant que les meilleurs chiffons de lin.

En effet il y a peu de branches industrielles pour lesquelles nos contrées présentent plus d'avantages que la fabrication de papier, vu qu'on trouve ici toutes les matières premières dans la plus grande abondance.

Outre la matière brute sus-mentionée Odessa pourrait fournir aussi beaucoup plus de chiffons qu'une autre ville de la même grandeur, si nous pensons seulement au nombre considerable de sacs à blé usés annuellement.

Il ne nous manque non plus la paille de maïs, dont on fabrique un si excellent papier en Autriche. Enfin les roseaux du Dnieper et du Dniester serviraient par excellence à la fabrication du papier. Nous avons vu des échantillons d'un papier à écrire très blanc et d'une qualité excellente, fabriqué de cette matière par Monsieur G. Pitancier, chimiste de notre ville, dans son laboratoire.

Le tarif du douane accorde aux fabricants du pays une grande protection contre la concurrence étrangère. Les droits pour papier étranger sont de $5\frac{1}{2}$ à 10 roubles le poud.

Si malgré un droit si élevé Odessa recoit annuellement environs 3,300 pouds de papier étranger, on pourrait calculer facilement quel profit un fabricant d'ici tirerait de cet article. Il n'aurait jamais à craindre qu'il lui manquerait un écoulement très facile.

La ville d'Odessa qui jusqu'à present reçoit son besoin de Moscow et de l'étranger lui prendrait déjà une forte partie. Toutes les autres villes aux bords de la Mer Noire se trouveront dans la même position à cet égard. Il pourrait même trouver un débouché à l'étranger, surtout à Constantinople.

Pourquoi personne ne pense à une exploitation si avantageuse? Nous évitons de répondre à une telle question. Cette réponse ne saurait être que peu flatteuse pour nous.

BERDIANSK.

Report by Mr. Acting Consul Wagstaff on the Trade of Berdiansk for Year 1864.

Shipping and Navigation.

British.—The navigation of the Sea of Azoff commenced last year unusually early. At the latter end of March, many vessels had already arrived at Berdiansk, and began loading. During the year several heavy gales have taken place, but, fortunately, no damage of serious importance was done to the shipping. On the 21st November the last vessel cleared, which brought the navigation of this port to a close for the year 1864. By the following Table it will be seen that the number of arrivals of British vessels at Berdiansk has been steadily decreasing for some years past.

Years.	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.
1860 ..	49	13,518	296	71,801	345	85,319
1861 ..	42	11,809	307	77,267	349	89,076
1862 ..	39	11,816	213	45,997	252	57,813
1863 ..	27	7,671	175	36,731	202	44,402
1864 ..	15	4,859	165	37,512	180	42,371

This falling off is partly owing to the successive failure of the crops in this part of Russia for the past few years, consequently lessening the demand for tonnage. Another reason why the British flag has not been so much in request as formerly is, that the commercial houses which had a decided preference to British vessels, have either liquidated, or their partners left the country. Besides the vessels which loaded at this port, there arrived yearly a large number for orders; but during the past year only six have been entered under this denomination.

Foreign.—The same causes which have decreased the trade carried on by British vessels have also had its influence upon foreign shipping. In the foregoing Table a sensible deficiency in tonnage is to be observed. Austrian vessels are disappearing fast from the trade and Italian acquiring more importance; and, in fact, they are preferred by the majority of exporters to any other except British. This might be attributed to the energetic character of their commanders, and the great care taken by them in the preservation of their cargoes. A decided advantage they gain over British vessels is, they are able to accept a lower rate of freight, as they work on a more economical plan than that adopted by British vessels.

Freight.—At the opening of the navigation, a large number of seeking vessels arrived, and freights which were 49*s.* per ton tallow, fell 1*s.* lower. As the spring cargoes were despatched and the demand increased for tonnage, a gradual rise took place, and eventually assumed the high rate of 62*s.* 6*d.*, which was maintained throughout the whole autumn, as seeking vessels of all nations were extremely scarce. The average rate of freight for the United Kingdom during the year was 53*s.*

Coasting Trade.—The coasting trade is a branch that is yearly developing itself. The total absence of railways or canals render it necessary that water carriage should be adopted. Steam communication is carried on to a limited extent, but the high rates of freight often prevent merchants from profiting by this means of conveyance. The number of coasting vessels and steamers employed in this trade during the past year are shown in the following Table:—

Denomination.	Entered.		Cleared.	
	Vessels.	Value of Cargoes.	Vessels.	Value of Cargoes.
		£		£
Coasting Vessels ..	433	61,495	432	43,848
Steamers	74		74	
Total	507	61,495	506	43,848

Harbour.—As stated in my general report of July 1864, the inner harbour of Berdiansk has become entirely unserviceable, and a great many of the small craft which generally wintered here have been obliged to leave for Kertch; others have been laid up in an adjoining bay. It is stated that the authorities intend during the winter to clear the entrance and bank up the spit, which will render an immense benefit to the small shipping of this sea.

Trade and Commerce.

Exports.—The export trade during the past year was very dull, owing to the low prices of grain, &c., abroad, which left no profit to speculators. In the spring shipments of wheat were made, at about 33*s.* per quarter, free on board; but before the cargoes arrived in England prices fell 2*s.* per quarter, which greatly discouraged our merchants. The eventual rise in foreign exchanges enabled them to pay a higher price for wheat, &c. This assisted them considerably in meeting their engagements. Towards the month of July foreign markets wore a better aspect, and a gradual rise gave a fresh impulse to our exporters; but, towards the autumn, a downward tendency again showed itself, and continued till the navigation ceased, making the fall a very unprofitable one for our merchants. The transactions in linseed and wool gave a more satisfactory result than other articles of export. The following Table exhibits the quantity of articles exported from Berdiansk during the past year.

Butter	cwt.	51
Caviar	„	164
Flour	„	630
Hides	„	357
Linseed	quarters	20,406
Mats	No.	4,880
Oats	quarters	11,275
Rapeseed	„	9,659
Rye	„	560
Silk (cocoons)	cwt.	16
Tallow	„	4,254
Wool	„	4,035
Wheat	quarters	162,607
Sundries	value £	258
Total Value	£370,307	

Imports.—The articles imported at Berdiansk during 1864 were very insignificant, both in their character and value, in comparison with former

years. Besides the high protective duties, the many formalities to be observed render it anything but satisfactory to be engaged in importations. It is to be hoped, however, that the late change effected in the Department of Inland Commerce, by separating from it what is termed the Department of Manufactures, a more liberal tariff will be made, or the old one materially revised. Under the former system, owing to the rivalry which existed between these two departments, no lasting benefit could be produced, as each combated the other's proposal of a more liberal commerce in proportion to their interests thereby affected. The nation at large consequently suffered; and even now, should Russian manufacturers gain the ascendency over foreign importers, it is to befeared that a more prohibitory tariff than there at present exists will be enforced. Russian statesmen, however, cannot but know too well all the advantages that are to be gained from free commerce; and it is with this conviction that the present change is hailed by the more enlightened class. How far they are right time can only show.

The principal articles imported at Berdiansk during the year 1864 are hown in the following Table.

Coffee	cwt.	327
Carrob Beans	„	3,795
Clothes	value	51*l.* 12*s.* 2*d.*
Coals and Charcoal..	cwt.	382
Carpenter's Work, Wood, &c. ..	„	78
Earthenware	„	91
Fruits, new	„	385
Ditto, dried..	„	412
Flour, Rye, and Indian Corn ..	„	553
Glassware	„	18
Hardware	„	71
Handkerchiefs	yards	1,243
Lemons and Oranges	doz.	6,362
Medicines	value	31*l.* 6*s.* 5*d.*
Machinery	cwt.	38
Olives	„	19
Oil, Olive	„	470
Rice	„	190
Starch	„	8
Tinware	„	40
Wine, casks..	„	40
Ditto, bottles	doz.	132
Sundries	value	599*l.* 15*s.* 3*d.*
Total Value		£7,674.

The only articles imported from Great Britain direct are agricultural machinery and implements, which are yearly becoming more in demand. The principal importations enumerated above are received from Italy, Greece and Turkey.

The navigation and trade at the port of Berdiansk for the past five years have been as follows:—

	Entered in Ballast or with part Cargoes.		Cleared with Cargoes.		Imports.	Exports.
	Vessels.	Tons.	Vessels.	Tons.		
					£	£
1860 ..	345	85,319	310	76,262	19,875	960,211
1861 ..	349	89,076	293	73,988	23,512	845,333
1862 ..	252	57,813	207	46,190	17,228	542,340
1863 ..	202	44,402	156	33,222	32,105	403,496
1864 ..	180	42,371	159	37,367	7,674	370,307

The above figures prove more clearly than words can express the great decrease that is yearly taking place in the trade of this port. Coupled with the decline of commerce, nearly all transactions have met with a loss. Thus, the commercial classes are yearly becoming more reduced; and the limited resources of this place offer no field for the investment of capital, even at small interest. It is, therefore, to be apprehended that the mercantile community will soon be reduced to a smaller footing, as exporters see no prospect of remuneration, owing to the high prices of produce that were paid upon the close of the Crimean war being still maintained, and the continued low rates of cereals in foreign markets.

Domestic Trade.—Of the many articles of commerce of this place, fish and salt are the most important. The fishing season last year was very successful, particularly during the autumn. By the statistical account rendered to the Imperial Government, only 394 tons of salt were extracted from the lakes in the immediate vicinity of this town; but a much larger quantity must have been collected. The quantity of salt arrived at Berdiansk by sea was 7,501 tons.

The bulk of goods required for town consumption is received from Kharkoff, distant about 274 miles inland. The supply this year has been very regular, and the rates of transport moderate. There has been a deficiency in cotton goods and manufactures, and those received were sold at 30 per cent. higher than the usual prices.

The market prices of goods during the past year were as follows:—

		£	*s.*	*d.*
Almonds	per cwt.	5	18	4
Coffee	„	6	2	10
Carob Beans	„	0	12	10
Candles, spermaceti	„	4	17	1
Ditto, tallow	„	2	2	10
Coals	tons	1	5	0
Charcoal	„	4	7	6
Dried Fruits	per cwt.	1	14	3
Lemons and Oranges	per 100	0	4	3
Nuts	per cwt.	1	11	5
Olives	„	2	13	2
Oil, Olive	„	5	0	0
Pepper	„	3	14	3
Rice	„	1	5	9
Sugar, loaves	„	3	14	4
Ditto, fine	„	3	5	8
Tobacco	„	5	2	9

The trade in grain and seeds, &c., carried on by corn dealers, "surplace," was not so profitable this season as generally, owing to the reigning high prices of cereals throughout the year, the little demand from abroad, and the small supplies which have come to hand from the interior. Several large parcels of wheat have been bought up in the Ekatermoslaw and Pottawa governments, for delivery during the winter and next spring, at the low price of 3 to 4 roubles per chetvert. Should no change, however, take place in foreign corn markets, little profit will be realized, as the costs of transport to Berdiansk alone is 2·50 to 3 roubles per chetvert.

The stock of grain in deposit might be calculated at 72,500 quarters, including, besides the quantity on hand for sale, that which is destined for exportation. This is the smallest quantity of grain that has remained in store after the navigation has ceased for many years past.

The average prices of produce at Berdiansk during the past year were as follows :—

		R.	C.
Barley	per chetvert of 10 poods	4	80
Hides	per pood	5	50
Linseed	per chetvert	12	50
Oats	„	5	50
Rapeseed	„	6	0
Rye	„	5	65
Tallow	per pood	4	0
Wheat, hard	per chetvert	7	85
Ditto, soft	„	8	0
Wool (Merinos) fine washed ..	per pood	24	0
Ditto, ditto, brook ditto ..	„	13	0
Ditto, ditto, in the grease ..	„	9	0

Exchanges.—A great deal might be said on the subject of exchanges. During the past year they have been very unsteady, and at one time the pound sterling rose as high as 7·98 roubles, an unprecedented rate, but it was only for a short period; a gradual fall to 7·78 roubles followed. Again, the receipt of the news of the loan lottery made by the Imperial Government caused a sudden fall of 4 per cent., though, by the following post, it regained its former rate of 7·78 roubles, at which is still continues.

The average monthly rates were as follows :—

	R.	C.		R.	C.
January	6	97	July	7	30
February	6	97	August	7	45
March	7	06	September	7	56
April	7	00	October	7	86
May	7	00	November	7	80
June	7	16	December	7	78

The average exchange during the year was 7·30 roubles per pound stealing; but 7 roubles have been used in calculating the returns.

Agriculture.—The result of the crops of this district was very unsatisfactory; indeed, it might be said that the crops of the whole Tauride Government were a complete failure, owing to the long duration of the drought, which continued the best part of May and June. At the beginning of the month of May it was thought that we should have an average crop, as the few showers which occasionally fell at that time greatly benefited the wheat and barley; but the subsequent aridity dispelled all hopes of reaping in some places even the quantity that was sown. At harvest time the scythe was generally employed, though in many instances this instrument was abandoned, and the cattle allowed to enter, as the oats, rye, and wheat were not worth reaping. In fact, in the immediate vicinity of Berdiansk and the Moloshnaya the crops were ploughed in, there being not even anything for the cattle. It is a matter of deep regret that the Bulgarians should again, for the third time, lose their crops. This is very discouraging, and a great drawback to this truly industrious class of people. The Government, in the month of July, nominated a commission to enquire into their wants, and grant them relief out of the 200,000 chetverts of cereals which were by an Imperial ukase decreed to be distributed amongst the agriculturists of the Tauride Government, and which are to be paid back at different periods. This measure will mitigate their sufferings considerably, and furnish them with the means of sowing next spring, when the results, it is to be hoped, will be far more satisfactory.

Farther into the interior, particularly in the Governments of Pottawa and Ekatermoslaw, the crops were very abundant; but the smu declared

itself to an alarming extent, and, consequently, it is to be expected that the wheat which will be shipped next spring for Great Britain will be of a very inferior quality. Few supplies have been received from those parts, as the mass of grain still remains unthrashed. This year the locusts have not caused any serious damage to the crops, though in some places the rats were very destructive.

Little reliable information can be obtained as to the quantity of cattle in this district. A great decrease, however, has taken place within the last five years, the principal causes of which are the failures of the hay crops, and the complete dearth of any sort of fodder to feed the cattle; so that, besides an unusual mortality, the peasants have, in some instances, been obliged to sell their oxen purely for the worth of their hides.

The German colonies are well stocked with cattle; besides which, they possess a large number of sheep, and wool merinos is a product of considerable importance; but, owing to the want of wool-washeries, this article is not available for export. It is sent in the grease for sale to the Kharkoff and Poltowa wool fairs.

Vegetables, during the winter months, are altogether unobtainable, though, during summer, they are abundant, and generally cheap.

The population of the district of Berdiansk is estimated at 143,000 souls. The principal occupation of the people is agriculture. In the month of October the town lands were farmed out by auction to the highest bidder for one year, and the average price paid per dessatine was seven roubles, or about 7*s.* 6*d.* per acre. This is only half the price that is generally paid, but the agricultural classes are so reduced that the town authorities, with a view of alleviating their distress, ceded the land to them for one year, instead of the usual three years' contract. Besides agriculture, the fisheries, tallow foundries, a soap and candle manufactory, and mills, give employment to a large number of hands.

Public Works.—It was supposed that this year the breakwater would be terminated; but the settlement of this construction has been so great, that the commission have decided to let it remain in its present state for another three years, when its completion will be recommenced.

Berdiansk, January 16, 1865.

MARIANOPOL.

Report by Mr. Acting Consul Wagstaff on the Trade of Marianopol for the Year 1864.

Shipping and Navigation.—The number of British and foreign vessels arrived at the port of Marianopol during the past five years are shown in the following return.

Years.	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1860 ..	11	3,244	159	50,792	170	54,036
1861 ..	14	3,868	205	63,256	219	67,124
1862 ..	12	3,304	167	49,307	179	52,611
1863 ..	12	3,388	94	26,707	106	30,095
1864 ..	14	3,852	173	47,704	187	51,556

By the following Table it will be seen that the navigation of this port during the period above mentioned has been very unsteady. British vessels, however, maintain their number; and it is probable that the trade carried on under this flag will yearly be extended, as commercial houses trading with Great Britain find it often more remunerative to transact business at Marianopol than at either Taganrog or Berdiansk. The oscillation in the tonnage evident in the foregoing statement is caused by the increase or decrease of the number of arrivals of foreign vessels, more particularly the Italian, which this year shows a surplus of 13,194 tons over that of last year.

Freights.—The rates of freight payable at Marianopol are the same as those at Berdiansk; occasionally 1*s.* more per ton tallow is offered.

The following Table exhibits the tonnage and number of vessels of all nations cleared at the port of Marianopol during the year 1864.

Nationality.	Vessels.	Tonnage.
Austrian	25	8,690
British	13	3,594
French	1	144
Greek	17	4,519
Ionian	1	376
Italian	94	24,803
Mecklemburghian	7	1,650
Norwegian	2	732
Papal States	1	136
Prussian	5	1,637
Russian	20	5,017
Total	186	51,298

Trade and Commerce.

Exports.—A large increase has taken place in the quantity and value of exports from Marianopol during the year 1864.

The different articles exported were as follows.

Barley	quarters	2,156
Butter	.. cwt.	46
Caviar	.. „	266
Hides	.. „	65
Linseed	quarters	23,375
Oats	.. „	15,379
Rapeseed	.. „	8,091
Tallow	.. cwt.	5,717
Wheat	quarters	261,203
Wool	.. cwt.	3,014
Total Value	..	£535,594

Imports.—The custom-house of Marianopol being at present of the third class, no articles can be imported except those which are exempt from duty. It is presumed, however, that a custom-house of the second class will this year be established at Mariopol, as the Minister of Finance has corresponded largely upon this subject. This change will, no doubt, have considerable influence upon the trade of the port of Marianopol, which, owing to the many advantages it possesses over Taganrog, cannot fail to become of greater importance, particularly should the railway that is proposed from Moscow to Kharkoff be constructed.

The navigation and trade at the port of Marianopol for the last five years have been as follows.

Years.	Entered in Ballast.		Cleared with Cargoes.		Exports.
	Vessels.	Tons.	Vessels.	Tons.	
					£
1860	170	54,036	170	54,036	612,138
1861	219	67,124	215	66,157	752,241
1862	179	52,611	179	52,611	512,339
1863	106	30,095	106	30,095	321,328
1864	187	51,556	186	51,298	535,594

The market prices f goods and the monthly rates of exchange were the same at Mariopol as those returned for Berdiansk.

Agriculture.—Notwithstanding the average crops agriculturists in the district of Mariopol obtained, yet the exports show a much larger result than could have been expected; in fact, if the more remote districts, Kharkoff and Poltowa, had not been able to supply the grain market with much larger quantities than usual, owing to the abundant crops of 1863, the exports in cereals last year from Mariopol would, without doubt, have been far less considerable.

The actual quantity of grain and seeds in store ready for shipment is estimated at 71,250 quarters, and the quantity in depôt for sale, 24,000 quarters, which is above the yearly average deposit.

In the market prices of produce at Marianopol there exists a difference of 50 copecs to 1 rouble per chetvert less than that paid at Taganrog or Berdiansk. This difference causes yearly the merchants of both places to make considerable purchases at Marianopol, which otherwise could be effected at their own ports with greater advantage, if the rates of transport were the same. The peasants, however, will go more readily to Mariopol, as they are always sure of obtaining a return load, and the country through which they pass is not so barren as that leading to Berdiansk, which is of the greatest importance to them in the provision of fodder for the cattle. This predilection for Marianopol has caused the Taganrog and Berdiansk merchants to appoint agents at Marianopol, as

the more extensive resources of that district offer the means of speculating with greater chance of profit than at either Taganrog or Berdiansk.

Population and Industries.—According to official returns, the present population of Marianopol is 6,500 persons. They are of Greek origin, and emigrated from the Crimea in 1779, under the Metropolitan Meletius, a native of the island of Thermia, who obtained from the Empress Catherine II many privileges which they at present enjoy. The inhabitants of this district confine themselves exclusively to agriculture, and they bring yearly a large extent of land under cultivation; the results of which, together with the products of the neighbouring German colonies, give to the trade of Marianopol continual activity.

There is only a maccaroni and biscuit manufactory at Marianopol, which, together with the 13 fisheries, 11 mills, 3 brick and 2 lime kilns, constitute the whole of the industries of this district.

Remarks.—In this report there are many subjects omitted, as it would only be a repetition of what is stated in the report on Berdiansk; Marianopol, being only 50 miles distant, yet is in the Government of Ekatermoslaw, while Berdiansk is the seaport of the Tauride Government.

Berdiansk, January 23, 1865.

TAGANROG.

Report by Mr. Consul Carruthers on the Trade of Taganrog for the Year 1864.

The general export trade at the opening of last shipping season, presented indications of promise and vigour; for although stocks of produce were exceedingly light at all the Azoff ports, extensive purchases of grain and seed had been nevertheless made inland at a moderate cost for delivery by the barks. On the other hand, sales were freely effected in British markets for shipment during the summer months at remunerating prices.

As soon as the spring roads were established, supplies began to flow in from adjacent districts, which readily found buyers at acceptable rates, owing to the prospective buoyancy of markets abroad; an ample supply of shipping, at reasonable freights, tended further to the promotion of commercial activity.

From the early part of April until the month of May, however, cold, boisterous weather caused a serious check to vegetation, and severe nightly frosts cut off all the fruit blossom. As the temperature became more genial, absence of rains was severely felt—pasturage on the steppes failed, and in this vicinity the entire loss of the grass crops ensued. Still, the corn and seed plants continued to wear a promising appearance, and some partial showers seemed to augur a favourable change of weather; but the lapse of a few weeks proved that drought had decidedly set in, rendering unavoidable a general failure of the harvest.

Another disturbing element to the course of this trade proceeded from a sudden fall of the waters in the River Don and its tributaries, the Khoper and Medveditza, arresting the progress of 170 barks loaded with produce, on their passage to Rostoff. This, together with the loss of 15 other barks, caused much perturbation among the commercial community, a diminution of supplies having been threatened thereby to the extent of half a million chetwerts or upwards of grain and seed. The energetic measures adopted for lightening the barks enabled a large portion of the detained goods to be eventually brought forward; some further quantity was despatched overland, and the impending evil to a considerable degree averted, although not without heavy losses to parties interested, and a serious derangement of prices, which were temporarily run up from 3*s.* to 5*s.* per quarter.

The promising aspect of the then approaching harvest in foreign countries, checked an upward tendency of prices here; but the failure of the crops on both littorals of the Azoff, in the Chernamore Provinces, the Saratoff Government, and throughout many districts northward of this place, prevented a decline to the proportionate level of ruling rates at Mediterranean ports and in England, rendering beneficial operations impracticable. The autumn trade at this place was, consequently, languid and restricted.

A falling off in the exportation of cereals during the last year was a natural consequence of the untoward and fortuitous circumstances referred to. That this diminution has been so unimportant, can be attributed alone to the widely extended resources of this trade, which, under casual privations, coupled with a succession of indifferent harvests, was enabled to maintain itself on so respectable a footing.

The existing stocks of *Wheat* in granary, at this place and Rostoff, are estimated at 200,000 chetwerts, whereof about two-thirds are hard

wheat at all the Azoff ports. It is computed that not more than 450,000 chetwerts can be ready for shipment at open water next spring. The surrounding districts are bare of supplies; but further inland, in a portion of the Ekaterinoslaff Government, in that of Voronege, and likewise the Ukraine, abundance predominates. Should prices be sufficiently high, therefore, to cover the cost of distant conveyance, there is no reason to expect that the exportation next season will fall much below that of the past year. The quarterly average of prices per quarter, free on board, during the last twelve months, are exhibited as follows:—

	Soft.		Hard.	
	s.	*d.*	*s.*	*d.*
1st Quarter, Superior	33	6	37	9
„ Inferior	29	10	29	5
2nd Quarter, Superior	33	5	36	7
„ Inferior	30	2	31	0
3rd Quarter, Superior	32	0	34	3
„ Inferior	29	2	29	3
4th Quarter, Superior	30	8	34	3
„ Inferior	28	10	28	9

and the annual exportation during the preceding five years, stands as follows:—

	Quarters.
1860	928,614
1861	1,061,705
1862	1,058,963
1863	1,049,157
1864	933,235

Linseed was in limited demand during the earlier part of 1864, but grew more into favour as the season advanced, and was much sought for in the autumn months. Prices opened in the spring at the equivalent of 41*s.* per quarter free on board, and rose progressively to 46*s.* per quarter, which rate is now demanded by solid contractors for onward delivery. Stocks of this article are exceedingly low, and supplies in all quarters very limited, the last two years having proved unproductive. The new regulations instituted by crushers and importing merchants in England, to check the adulteration of linseed—heretofore so extensively practised in this trade—will tend to improve the cultivation of the flax plant, and cause more care to be taken in preparing the seed for market.

Rapeseed attained a more prominent position in last year's export list than for several preceding seasons; still the production has been but limited, and shipments unimportant. The admixture *ad limitum* in linseed being no longer tolerated, is likely to render this produce in future more worthy of notice.

Owing to the two last unproductive crops, the quantity of *Rye* grown in these parts barely covered local requirements, and prices have therefore ruled too high to admit of more than a very insignificant exportation.

The same observation applies to *Barley*, which has latterly proved of little interest to this trade, although enjoying a good reputation abroad, as regards quality, &c.

Oats met with some demand for Italy and France, and the supplies brought forward from the interior having been more plentiful than usual, shipments were made for that destination, at a cost of 13*s.* per quarter free on board.

Wools.—Merino and the finer descriptions attracted little notice here during the past season; for although procurable at a moderate cost, of from 7·50 to 8 silver roubles per pood in full grease, the heavy expenses of assorting and preparation for shipment, coupled with the waste in washing, enhanced the free on board cost to 24 and 25 silver roubles per pood, or 22*d.* to 23*d.* per lb.

The American demand for Donskoy and other common wools incited a very active inquiry in this market for those descriptions: unprecedented high prices were paid, and good long staple well-washed parcels sold freely at the equivalent of 11*d.* and 11½*d.* per lb. free on board; average Donskoy, 10*d.* to 10½*d.* per lb.; inferior as high as 9½*d.* and 10*d.* per lb. These rates attracted hither nearly the entire production of the country; and the exportation may be considered to have reached its full limits, the flocks of native sheep having rather decreased than otherwise of late years. To the 185,650 poods shipped at this port might be added 60,000 poods embarked at Zeisk, which were drawn from the same localities as supply this market.

Tallows have enjoyed their usual good demand, and sold freely at from 35*l.* to 36*l.* per ton on board. A considerable portion of T. C., or beef tallow, was bought for Turkey; but nearly all the white, sheep tallow, is shipped for the United Kingdom. Notwithstanding the remunerative rates realized by dealers, the production of tallow does not materially increase, and the returns exhibit little variation in the quantity annually exported.

Butter (Siberian melted) was in great request for Turkey, to which country alone are any considerable shipments made. Prices were maintained at from 9 to 9·50 silver roubles per pood, or 80*s.* to 85*s.* per cwt., throughout the season.

Caviar (pressed salted) interests principally the Turkey and Levant trade. Astrachan furnishes the largest supplies and most approved qualities. During the past year, prices ranged from 12 to 14 silver roubles per pood, equal to 111*s.* to 128*s.* per cwt. free on board.

With a view of promoting the export trade, and enable Russia merchants to compete more successfully with other producing countries, the Imperial Government has recently abolished duties on the exportation of raw produce; bones, hides, rags, and a few other articles of minor importance excepted. But this relief will probably be found inadequate to the purpose, if not altogether ineffective. What would prove by far more conducive to the progress of Russian industry, and give an impulse to her commerce, is the improvement of land and water communications, both of which continue to be woefully neglected in this part of the empire. Another essential point, of no less importance, is the due administration of the laws with reference to the fulfilment of contracts and payment of debts; all, at present, being dependent on individual integrity, the laws ineffective, unless when evoked for subterfuge or delay, and the basis of commercial confidence and credit thus undermined.

A few new articles of exportation will be noticed among last year's shipments, viz., common tobacco, extensively cultivated in the Ukraine; camels' hair, drawn from the steppes of Astrachan, where some quantity might be procured; rags, collected in these environs: but these last are to be found in limited quantities only.

The following Table will show the course of this export trade for the preceding five years.

Articles.	1860.	1861.	1862.	1863.	1864.
Wheat .. quarters.	928,614	1,061,705	1,058,963	1,049,157	933,295
Rye .. .. „	11,454	18,209	121,761	29,651	1,554
Barley .. .. „	29,516	19,198	115,161	10,199	5,153
Oats .. .. „	540	..	..	..	13,424
Linseed .. „	265,830	156,880	269,044	190,658	191,846
Rapeseed .. „	13,875	23,884	18,334	17,725	43,755
Wool .. .. lbs.	5,553,540	4,473,972	9,577,548	7,163,496	6,683,400
Tallow .. .. cwt.	34,331	44,826	58,962	66,368	68,820
Butter .. .. „	16,641	18,183	11,822	19,639	34,296
Caviar .. .. „	9,765	10,609	13,526	29,272	14,055
Hides .. .. „	3,734	1,568	..	437	826
Flour .. .. sacks	31,658	2,838	3,435	6,600	4,500
Macaroni and Biscuit } cwt.	852	817	1,854	2,250	1,954
Salted Beef .. „	25,402	10,495	1,761	..	..
Iron .. .. „	9,935	2,989	15,333	12,857	11,571
Tobacco .. „	..	..	..	..	9,642
Rags .. .. „	..	..	..	..	3,278
Total Value £	2,766,230	2,712,820	3,443,520	2,952,720	2,633,876

Imports.—No material progress can be notified during the past year in the import trade. Manufactures and colonials continue, as heretofore, of but little importance ; and such must necessarily be the case so long as an onerous scale of duties is persisted in, coupled with an unintelligible tariff and intricate custom-house formalities. The only articles of interest received from Great Britain are tea, agricultural machinery and implements, and porter. Turkey and Levant produce comprise all the other principal items ; but even in these last mentioned no increase is presented, nor is there any prospective elasticity in the commercial relations of Russia with foreign countries, as will appear by the Table of Imports submitted underneath.

Articles.	1860.	1861.	1862.	1863.	1864.
Dried Fruits .. .. cwt.	91,927	103,478	125,937	112,618	91,502
Green „ .. .. cases	17,657	14,649	19,566	37,877	31,800
Oil .. .. cwt.	30,095	31,819	39,395	28,327	27,642
Wine in Casks .. gallons	420,075	360,450	146,132	421,344	378,748
Ditto in Bottles .. bottles	10,389	18,911	37,071	30,813	29,800
Porter .. .. .. „	23,269	62,083	29,233	59,141	74,000
Olives .. .. .. cwt.	2,905	2,982	5,132	4,138	2,803
Sweetmeats .. .. „	2,830	4,148	4,004	1,755	2,471
Tea .. .. .. lbs.	..	..	192,600	135,540	60,840
Coffee .. .. .. „	2,450	4,916	1,190	2,799	2,475
Sugar .. .. .. „	710	70	1,102	6,474	..
Pepper .. .. .. „	567	932	347	882	771
Incense .. .. .. „	500	529	381	427	418
Rice .. .. .. „	2,940	1,084	2,122	2,182	964
Tobacco .. .. .. „	3,432	2,635	2,396	3,292	3,976
Agricultural Machinery and Implements } value £	67,100	10,060	25,000	65,000	55,100
Scythes .. .. .. pieces	100,500	25,000	30,600	106,500	2,400
Total Value .. £	475,430	451,630	532,810	665,220	544,433

Shipping and Navigation.—A diminution of tonnage employed at this port last season was a natural consequence of the falling off in exports. British ships, nevertheless, not only well maintained their usual propor-

tion, but were even in excess of those entered and cleared in 1863 to the extent of rather over 7,000 tons. Italian vessels fell somewhat short of the preceding year. The Greek flag, with the recently acquired accession of Ionians, considerably increased. For grain cargoes, Italian ships are generally preferred, being built especially for the wheat trade: the masters, moreover, rank high in favour, as a well-conducted, active, intelligent class; not always the case with those in command of British vessels that resort to this port, although the generality of these latter will bear a very favourable comparison with shipmasters of former years; and it may be hoped that sobriety and attention to the interests of their owners whilst on shore will henceforward militate to the advantage of both. Freights ruled very moderately during the spring and summer months; but a scarcity of shipping having become manifest towards the fall of the year, from 10*s.* to 11*s.* per quarter for wheat to the United Kingdom was submitted to; and even on those terms, suitable vessels were not obtainable.

The following comparative statement will further exemplify the movement in shipping at this port,

COMPARATIVE STATEMENT of the Movement of Shipping at the Port of Taganrog during the Years 1860–1864, inclusive.

Nationality.	1860.		1861.		1862.		1863.		1864.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	171	49,644	143	41,630	204	59,001	138	39,378	166	46,679
Russian	43	6,287	51	12,130	76	15,043	69	13,886	78	14,338
Greek	275	63,015	221	53,093	213	58,021	193	47,659	275	63,699
Ionian	84	17,020	59	13,424	66	13,568	68	15,605		
Italian	173	43,152	188	49,546	232	63,887	246	66,607	166	48,527
Austrian	55	17,644	33	11,080	59	24,004	32	10,205	7	2,841
Turkish	60	3,176	50	3,594	55	3,364	44	2,100	27	1,255
Swedish and Norwegian	35	7,192	40	12,264	47	14,563	20	6,520	12	3,795
French	34	6,887	10	2,015	21	4,030	18	3,687	55	10,819
Prussian	8	2,591	8	2,777	22	9,846	12	3,477	..	..
Mecklemburg	10	1,133	36	7,848	26	6,229	34	7,294	22	4,929
Walachian and Moldavian	17	4,070	10	1,722	2	500	2	379	..	..
Samiott	8	1,568	6	1,192	3	376	4	619	3	416
Servian	4	903	5	1,266	3	930	..	..	..	..
Danish	5	881	3	515	2	450	1	131	..	..
Belgian	1	537	..	..	2	802	1	567	2	955
Dutch	1	174	1	98	1	77	..	..	1	155
Sundries	..	..	2	617	8	2,429	2	474	3	857
Total	984	225,874	866	214,691	1,042	277,120	884	218,588	817	199,265

Coasting Trade.—Commercial intercourse between the Azoff and Black Sea Ports has hitherto been casual and unimportant; the coasting trade, consequently, merits, at present, little attention; most of the coasters being employed to convey goods to and from shipping in this roadstead. A few of those vessels are occasionally despatched to Kertch and Russian ports on the Abasian and Mingrilian coasts with provisions and munitions, whence they usually return in ballast. The steamers that run between this place and Odessa have been availed of during the past year more freely than previously for the transport of merchandise; but the very high scale of freights gives a check to any great activity in those relations.

Banking Establishments.—A branch bank was again opened here last summer, similar to that of the preceding year, but transacted business for the space of three months only. From the restricted system on which affairs were conducted, foreign merchants derived little or no benefit therefrom. No further attempt, unless on a different principle, will probably be made for some time to come. A municipal bank has recently been founded, for the purpose of receiving funds on interest, discounting bills to a limited extent, and making cash advances on mortgage of house property. The capital is, however, too small for it to become of general commercial advantage, although local traders may derive some benefit from this institution. It is intended that a savings bank shall be adjoined to the said establishment.

During the past year the *Exchanges* were subjected to very considerable fluctuation, with a general downward tendency. Early in January last, bills at three months' date on London stood at 6·75 silver roubles per pound sterling; at the end of March, 6·95 silver roubles per pound sterling was quoted; by the close of June, 7·25 silver roubles per pound sterling were paying; and at the commencement of October, 7·85 silver roubles per pound sterling; making a decline in the rouble value of about 16 per cent. during the first nine months of the year. Since then, the course assumed a somewhat firmer tone; and tidings having reached of financial negotiations being in progress at St. Petersburgh, a sudden advance of from 5 to 6 per cent. took place. Trade became entirely paralyzed by these changes and the uncertainty that still overshadows the future. At present, nothing of the recent financial arrangements is known here, beyond the reports current that a foreign loan to the extent of 5,000,000 roubles has been contracted to meet (it is said) Russian liabilities abroad, and a home loan (or species of lottery, on the German system) issued for 100,000,000 roubles: this last-mentioned amount to be employed for constructing a railway from Moscow to the Black Sea. Neither of these operations appear calculated to improve the Imperial finances, nor give stability to the foreign exchange.

The palliatives resorted to by the Minister of Finance for supporting the exchanges in 1863 re-acted prejudicially, not alone to commercial interests, but on the national credit likewise; and the schemes now in agitation seem little calculated to inspire greater confidence. The metallic currency has entirely disappeared; and so long as inconvertible paper is the sole circulating medium, a progressive depreciation thereof is no more than the natural result. But that which most injuriously affects trade is the apprehension entertained that some new panacea will be inflicted to disturb the course of current business and derange the basis of mercantile estimate for onward operations. An entire reorganization of the Russian financial system would appear unavoidable before confidence can be fully restored, and the exchanges recover their wonted equilibrium.

Harbours.—The construction, or rather renovation, of the mole at this

place—so much required, and for the execution of which contracts were made in 1863—has not yet commenced, owing to the defalcation on the part of the undertakers, and some disaccord among the authorities on the subject. Whether the interminable difficulties that beset the execution of this project arise from a covert desire on the part of Government not to afford shelter for shipping in the Azoff, or whether some fatality be attached to the undertaking, certain it is that this essential accommodation has constantly met with an insurmountable obstacle when apparently on the eve of being carried out.

Lighthouses.—The three existing lights on the northern banks of the Azoff, viz., at Yanekali, Berdiansk, and Bielosarask, appear sufficient for the dimensions of this sea, if thereto be added two light-ships and various buoys, placed at the narrow channels leading to this roadstead, were it not, indeed, that the latter are removed prematurely in the autumn and replaced too late in the spring of the year, thus depriving the earliest and the latest ships of those essential guides. This, and a charge of eight silver roubles per vessel, levied for pilotage at the Straits of Yanekali, give rise to much complaint on the part of shipmasters, and has been repeatedly brought under the notice of competent authorities, without having hitherto produced the desired effect. The negligence and indifference to their dutes evinced by the Yanekali pilots is notorious, and unless amended will call for further consular action.

Although there is ample scope existing at this place for *Public Works* of the utmost utility, such as supplying the town with drinkable water, the construction of roads, postal arrangements for facilitating intercourse with inland districts, a mole for the convenience of shipping, amelioration of river navigation, &c., &c. Yet these necessities seem to be considered of too insignificant a character for the serious attention of the Administration; and thus, during the last twenty years scarcely any undertaking of general public benefit has been adopted, with the exception of the telegraph, which continues its functions satisfactorily. So much lethargy may, in a great measure, be attributed to the susceptibility of the Government in not permitting any works or institutions of a public character unless under ministerial control, whereby a bar is placed to popular enterprise and to individual energy.

Agriculture.—The recent changes in the social state of Russia, together with several indifferent harvests, have not been favourable to the development of agricultural improvements. The landed proprietors as a body are too much impoverished to undertake alterations necessitating considerable expenditure; nor have the farmers, latterly, obtained sufficient returns to enable them to incur an outlay of ready capital for the sake of a distant advantage; the peasantry, likewise, still under the influence of their late thraldom, are scarcely yet conscious that they must rely solely on their own industry and providence to better their condition. There is, nevertheless, a growing conviction that time is really of value; that if land be brought under improved cultivation, a gain in quality—probably in the quantity of produce, also—may confidently be expected; and that, if work can be accomplished in one week which occupied hitherto doubly that space of time, a palpable advantage is obtained. Agricultural machinery and implements are, consequently, beginning to be appreciated; but before a marked and general improvement in the cultivation of the soil can find place in these regions, the present generation must have passed away, and a more enlightened and vigorous spirit have taken root.

Population and Industry.—Since my last annual report no important change has occurred within this Consular district. The inhabitants of this city are computed at 30,000. Immigration has not been sufficient to disturb that estimate, nor has any serious epidemic or malady taken place

to increase mortality beyond the usual average. No new branches of industry can be signalized.

It is expected that ere long municipal affairs here will be entrusted to the jurisdiction of a mayor, aided by a council of burghers, elected under sanction of the Crown, and subject to renewal every three years. A reorganisation of the Courts of Law and of the judicial administration is likewise awaited.

Taganrog, January 1, 1865.

FRANCE.

ST. MALO.

Report by Mr. Acting Vice-Consul Nicholls on the Trade of St. Malo for the Year 1864.

In making the Commercial Report for 1864, I have to state, under the head of Shipping and Navigation, the number of British vessels steady, tonnage and crews large increase; this is owing to the number of large steamers that now trade here. French and other foreign vessels do not increase.

Trade and Commerce.—Goods brought by rail instead of coasting.

Custom-house Returns.—The exports of butter and eggs show a steady increase, and all sorts of provisions.

Agriculture.—The crop of cereals was abundant, and prices have ruled low throughout the year 1864, with the exception of grain; all other provisions have increased in price greatly.

Population and Industry.—The population of St. Malo and St. Servan increase but slowly. It is intended to unite the two towns into one.

Public Works.—The floating basin progresses but slowly, and will not be finished for some years. The railway from Rennes to St. Malo was opened last June, thus putting St. Malo in direct communication with Paris and the other large centres, and many thousands of the inhabitants availed themselves of the opportuuity of visiting this locality and the Channel Islands.

St. Malo, 11th March, 1865.

HAVRE.

Report by Mr. Consul Featherstonhaugh on the Navigation and Commercial Operations of the Port of Havre for the Year 1864.

Shipping and Navigation.—The British vessels that arrived in this port in the year 1864 with cargoes amounted to 1,083, and 23 in ballast. The cargoes consisted of coals, cotton, iron, copper, machinery, lead, petroleum, cement, general manufactured goods, &c. Their united tonnage was 305,154, and their number of seamen 15,364.

Of the other ports within the jurisdiction of this Consulate, there arrived at Rouen in the year 1864, 432 British vessels, laden with coals, iron, manufactured goods, cement, copper, &c, against 576 in the year 1863.

In the port of Dieppe 595 British vessels arrived, similarly laden, against 581 in the year 1863.

In the port of Caen 380 British vessels arrived, principally laden with coals, against 391 in the year 1863.

In the port of Honfleur 394 British ships arrived, laden principally with coals, against 286 in 1863, and against 165 in the year 1862. Of vessels bearing the French flag, 4,437 (including the coasting trade) arrived in Havre in 1864, against 4,326 in the year 1863.

Trade and Commerce.—The continuance of the civil war in the United States is gradually putting a stop to the arrival of ships of the American mercantile marine at Havre. In 1861 the number of ships carrying the flag of the United States was 417, many of them vessels of from 2,000 to 3,500 tons. Since that period the number has progressively diminished. In 1862 it fell to 71. In 1863 the number was only 34, and in 1864 it fell to 29.

The privations occasioned by this state of things have fallen painfully upon many classes, especially the numerous working men that in prosperous times found their principal subsistence in discharging and loading American ships. The merchants of Havre have always borne a high character for solvency, few bankruptcies having taken place, owing to their prudence, and the stringency of French commercial law. During this disastrous suspension of commercial relations with America, failures in their engagements might reasonably have been looked for, but the more prudent and solvent portion of the mercantile community either withdrew their capitals from being actively employed in their usual channels, waiting patiently for a change, or turned their attention to new sources of profit.

Meantime activity in speculation rose to a great height, and took the place of the former respectable and sober transactions of commerce. The exaggerated gains, and positive losses of gambling transactions in cotton, formed the staple of conversation everywhere.

Amidst the vicissitudes that have been experienced in Havre may be enumerated the fall in the value of real estate, which is scarcely vendible, and the difficulty of finding tenants for the costly edifices erected in the handsome new town, the rents of which have fallen generally at least 50 per cent.

The diminution in the receipt of customs during the year 1864 at the port of Havre affords an additional proof of the unfortunate change that has taken place in commercial affairs, the amount received for 1864 showing a decrease of betwixt six and seven millions of francs in 1863.

In the face of all these discouraging circumstances, a revolution is

slowly but surely taking place in thoughtful minds, which cannot but beneficially affect the maritime commercial relations of France, and particularly the prosperity of the port of Havre, which has so long been kept back by the differential duties levied on foreign ships frequenting it. It begins at length to be perceived by all discerning minds, that heavy taxes levied on foreign ships, and materials of which ships are built, create a monopoly in favour of French vessels which adds little to the national wealth, whilst they, by discouraging a free and profitable intercoursewith foreigners, exclude the advantages which arise from free competition in trade, and hamper commercial undertakings with vexatious regulations and formalities, that prevent many foreign vessels from repeating their visits to the port. Considerations of this kind, which for some time have occupied the attention of the Superior Council of Commerce, and indeed of the Government, have brought the Council to recommend the abolition of all tonnage duties now leviable upon foreign vessels entering the ports of France, upon the ground that they are injurious to the general industry of the country, the interests of consumers, and of the mercantile marine of France.

The Council adduces as a proof of the good effects that may be expected from this radical change of system, the prosperous state of trade at the port of Marseilles, since the tonnage duties levied upon foreign ships arriving there were abolished. These opinions appear to have received the sanction of the Emperor, who, in his recent speech at the meeting of the French Chambers, distinctly announced, in allusion to the liberation of marine commerce from this burden, that a Bill was in preparation "to establish on the seas a competition which will produce progress."

The tonnage duty on British ships arriving from British possessions in Europe, laden with coals, is 66⅔ centimes per ton, with an addition of 20 per cent., making in all within a fraction 80 centimes per ton. To this sum is added 80 centimes for peage or wharfage, the united amount being what is levied upon colliers.

British vessels coming from the same possessions with any other kind of merchandize pay 80 centimes per ton duty, and 1 franc 10 centimes wharfage. Arriving from countries not British possessions, they are free if in ballast, but pay 75 centimes per ton wharfage if they leave the port loaded. But if they arrive from such countries with cargoes they pay 2 francs 50 centimes per ton, with the 20 per cent., making together 3 francs per ton, with 2 francs 25 centimes wharfage, the united amount being 5 francs 25 centimes per ton.

Assuming 3 francs per ton as the average tonnage duty paid by British ships arriving in this port in 1864, upon their aggregate tonnage of 305,154 tons we have a sum of 915,462 francs (near 37,000*l.*) economized by our trading vessels, if no tonnage duties had been levied upon them in this port in 1864.

This measure, whenever it is carried into effect, may be safely trusted to produce more important advantages to British trade than economies of this kind. The competition that it will establish will, there is every reason to believe, be largely availed of by the shipping interest of Great Britain, which knows so well how to make the best use of capital, enterprise, and experience.

The port of Havre, so well situated for transatlantic voyages, will practically become a free port; the productions of foreign countries will incessantly be brought to it, freights will be lowered, custom-house duties will be reduced to a minimum, and the vexatious formalities of these establishments will soon cease to exist.

Agriculture.—The full average crops of the past year have kept the

price of wheat down, a happy circumstance leading to the contentment of the country, the masses of which depend always in great measure upon bread for their subsistence. Any conjectures respecting the crops of the next season would be particularly unsafe at this early period, the winter having been hitherto unusually rude, with constant variations of frost and rain. The prevalence of east winds, added to the dampness of a sunless atmosphere, has been very unfavourable to the public health.

Havre, March 3, 1865.

NANTES.

Report by Mr. Consul Barrow on the Trade of Nantes, for the Year 1864.

In making the present commercial report for the year 1864, there is but little to add to that of the preceding year. The shipping and navigation have not been active, nor have the exports or imports equalled those of former years. The yield of crops in England, generally, having been so good, the grain merchants in this district have done less business than usual; nor has much been done, comparatively speaking, in any other line of business. The number of British vessels arriving at this port during the past year amounts to 179, while in the preceding years of 1861, 1862, 1863, the amount of British shipping was as follows:—in 1861, 120; in 1862, 154; in 1863, 202.

Two vessels only belonging to the United States have arrived in the Loire, loaded with guano, coming from Callao; seven vessels from Sweden and Norway, with cargoes of wood and fir; three from Prussia, with square timber; none from Denmark; and two Italian vessels, loaded with guano, coming from Callao.

There have been no works of importance for the improvement of the ports, with the exception of St. Nazaire, where the Government have caused works to be commenced for the construction of a second basin, owing to the great inconvenience, from want of space, experienced by the large transatlantic steamers, which leave that port for the Antilles, Cuba, and Mexico; in addition to which a suitable place is being constructed for careening these steamers when they require cleaning or repairing; this last named work will probably be completed before the expiration of the year 1865.

The navigation of the Loire is becoming year by year more difficult, and accidents to shipping, consequently, more frequent, owing to the large quantities of sand brought down the river after the rains. This sand deposits itself on the upper side of numerous banks which already exist, forming in some parts huge causeways, and leaving only a narrow channel through which vessels can pass, and when this passage is effected they have to turn almost at right angles to follow the bed of the river. Vessels thus suddenly diverging from a straight line are liable to come in contact with other ships coming up the river, causing, occasionally, very serious collisions. One of this nature occurred between a British and a French vessel, on which occasion serious damage was done to both, which brought on long legal proceedings, terminating unfavourably for the master of the British vessel, who was condemned by the Tribunal of Commerce (the president of which was owner of the French vessel) to pay the latter upwards of 100*l.* for damage. In short, so bad is the navigation, that the principal shipowners of the port of Nantes prefer to leave their vessels at St. Nazaire, and transport the cargoes to and from the vessels by means of railroad.

No new lighthouses have been erected, with the exception of one at La Ville de Martin, recently constructed on the point about 3,000 yards to the south-east of the port-light of St. Nazaire. This revolving light will commence to show itself from the 1st of February next, every 30 seconds; but, during the revolution, it will not become totally eclipsed, but only change from a bright to a dim red, which will at any time be visible at a distance of four miles.

Shipbuilding has not been neglected, notwithstanding the stagnation of commerce. Three iron-plated double-screw floating batteries of ten guns each, burthen 1,000 tons, and 150 horse-power each, have been launched during the year 1864, the first on the 21st January, the second on the 23rd of March, and the third on the 21st June. Two wooden screw steamships, which, owing to a report in circulation that they were constructed for the Confederate States of America, were detained for some time in the dock of St. Nazaire, from whence one of them has lately sailed to England, having been purchased by the Prussian Government; the other still remains at St. Nazaire.

One ship has been constructed of 1,150 tons burthen; 12 barks—total burthen, 6,050 tons; 1 brig, 200 tons; 8 schooners, 1,465 tons; 5 luggers, 425 tons; 1 screw steamer, of 30 horse-power; and 1 steam tug, of the Transatlantic Company, have been launched; and 1 bark, of 750 tons, at Tables d'Olonne, which was subsequently brought to Nantes to be rigged out.

The domestic trade has been more active; the market prices of goods has risen considerably.

The rates of exchange between France and England have varied from 25·20 francs to 25·30 francs per livre sterling during the year.

The nature and yield of crops has been very favourable, especially the vintage, which has been more abundant than for many years past.

The cattle of this district are generally of an inferior kind, both as to size and quality, probably owing to want of sufficient care of the pasture lands.

The vegetable produce, on the contrary, is good and abundant, potatoes, especially, being of a very superior quality.

Much attention is being shown to improvements and additions in the railroad department. The two bridges over the Loire at Nantes are approaching completion; and the whole line to Napoléon is advancing rapidly. In the meanwhile a branch line has been opened in December from Auray to Napoléon; and a plan is proposed for adopting the American system of waggons, enabling uninterrupted communication from the first to the last carriage of the train, with saloons, reading and smoking rooms, refreshment rooms, and other necessary conveniences.

A great effort has been made by the leading merchants of Nantes, supported by the Chamber of Commerce, to obtain the sanction of the French Government for the construction of a canal from Nantes to St. Nazaire; but, after exhausting every argument in its favour, among others the security that would be afforded to French men-of-war against hostile powers, the Government have, within the last fortnight, pronounced the scheme as impossible; adding, that if it were possible, the expense would be too great to justify them in carrying out so gigantic a scheme.

A large gensd'armerie has been erected near the Court-House.

The quays along the line in this town have been lengthened, and several new streets are being opened through, proving that the spirit of improvement is at length gradually introducing itself into this department, which, previous to the railway communication with Paris and other parts of France, appears to have been dormant and unheeded.

Nantes, December 31, 1864.

HANS TOWNS.

CUXHAVEN.

Report by Mr. Vice-Consul J. Dultz, on the Trade of Cuxhaven, for the Year 1864.

It must always be remembered that Cuxhaven, the principal place of the Hamburgh territory of Ritzebuttel, is nothing but a port of refuge for vessels in distress or seeking shelter; by no means a manufacturing place, or port of commercial business of any extent whatever. Cuxhaven is a free port, without harbour-dues, light, or tonnage-dues, &c.; and there being no customs, no control whatever is kept on the import or export of goods; and, consequently, no statistical returns are to be had on these subjects from the local authorities.

Shipping and Navigation.—No official lists being kept of all vessels entering and leaving this port, the only information that can be obtained regards the vessels arriving from England with cargo of coals, or leaving Cuxhaven for England.

The following is a list of vessels entered in the port of Cuxhaven in the year 1864, coming from Great Britain, and leaving Cuxhaven for Great Britain.

Nationality.	Entered.			Cleared.		
	With Cargo (Coals).	In Ballast	Total.	With Cargo.	In Ballast.	Total.
British	5	2	7	2	5	7
Cuxhaven (Hamburgh)	4 (13 trips)	..	4	..	4	4
Norwegian	1	..	1	..	1	1
Mecklenburg	1	..	1	..	1	1
Hanoverian	4	..	4	..	4	4
Total	15	2	17	2	15	17

The two British vessels leaving this port with cargo were timber-laden from the cargo of a Prussian vessel entered in distress, and condemned at this place. All other vessels entering this port were in distress, seeking shelter against northerly and westerly gales, or not able to reach their port of destination on account of ice, &c., as well as steamers coming in for a supply of coals, and all of them left the port with the same cargo they had come in with, after having been repaired.

The *Coasting Trade* between Cuxhaven and Hamburgh, Bremen and the Hanoverian and Holstein ports, carried on by small crafts belonging to this port and neighbourhood, is only for the use of the inhabitants, and of no importance whatever. Very small quantities of grain and cattle have been conveyed to Hamburgh in these small crafts.

Ports and Harbours.—The middle entrance of the quarantine harbour has been closed last year by new pile-works, the only entrance now being at both ends of the harbour, in consequence thereof a stronger current is going through the quarantine ground, causing the depth of water to be there now thirteen to fourteen feet at low water. The harbour steam-engine for digging, and lighters, were again sent here this summer from

Hamburgh, and have been at work for some months. The expenses for these diggings amount to about 13,000 marks courant, or about 790*l.* sterling. The disbursements for the quays and pile-works on the harbour, &c., and for maintaining the stone breakwaters, &c., along the whole shore in 1864 amounting to about 77,000 marks courant, or about 4,670*l.* sterling.

A large new stone breakwater has been built in 1864 at the main entrance of the harbour, with a good wooden bridge, landing-places, and steps for steamers, sailing-vessels, and boats. This new work is of great value to the place, and cost in 1864 about 92,000 marks courant, or about 5,580*l.* sterling; but nothing else has as yet been executed of the several plans made for profiting of the beautiful situation and form nature has given to our harbour, which, by deepening the same in a proper way, would afford a splendid and safe harbour for vessels of all sizes.

New ships have not been built here in 1864, our carpenter-yards having been occupied only by vessels under repair; and no alterations have taken place in the lighthouses, lights, &c.

Trade and Commerce.—The only import to be mentioned in 1864 is of about 175 keel of British coals. The import of all articles for the use of the population of this district from Hamburgh and Bremen in small crafts being under no control whatever, no particulars thereon can be obtained; the same, however, is not worth mentioning.

No grain or other produce has been exported direct to Great Britain or other countries during 1864. Very small quantities of grain and cattle, as well as some bones, have been forwarded to Hamburgh or neighbouring places, all by small crafts.

The following is a return of the prices of the several kinds of corn and grain, of potatoes, and other agricultural produce, at the port of Cuxhaven during the year 1864.

Names and Qualities of Articles.	Prices Free on Board.					
	In Foreign Money and per Foreign Measure.			In English Money, at the current rate of Exchange, and per English Measure.		
	Measure.	Lowest	Highest.	Measure.	Lowest.	Highest.
		Crt. Mk.	Crt. Mk.	Per	*s.* *d.*	*s.* *d.*
Wheat, ordinary....	Per Last	270	350	Imp. Qrtr.	29 9	39 2
Rye „	„	247½	285	„	27 3	31 5
Rapeseed „	„	412½	551¼	„	46 8	60 9
Beans „	„	240	315	„	26 5	34 9
Oats „	„	80	180	„	8 10	19 10
Barley „	„	165	225	„	18 2	24 10
Potatoes „	per Himten	10 schil.	1	per Bushel	1 2	1 10

NOTE.—Shipping charges per last 3 marks courant, or 4*d.* sterling per quarter.
No Exports to England.

No remarks can be made on the operation of the tariff, there being none here; as well as on laws, banks, rates of exchange, English equivalents of weights, measures, and moneys, &c., all being the same as in Hamburgh.

Agriculture.—The produce of this district consists in small portions of wheat, rye, barley, oats, beans, and rapeseed, all of ordinary and middling qualities, as well as of potatoes. The rapeseed in 1864 was nearly all lost by the severe cold last winter, and the crop of wheat has been very bad. The crop of rye was good in the higher sandy land, and very small in the marshes. The produce of potatoes, as well as of oats,

beans, barley, &c., is not even sufficient for the use of the district, and some small quantities come from the Hanoverian and Holstein neighbourhood. There has not gone hardly any grain, &c., to Hamburg this year. The only produce exported in 1864 will be a small lot of cattle to Hamburgh.

Population and Industries.—No observations whatever can be reported relating to mines, factories, &c.

Public Works.—The roads are all as before; and no railways, bridges, canals, &c., are in this district. The telegraph office in this place being a private Hamburgh undertaking, has, from the 1st January, 1865, reduced the tariff between here and Hamburgh to a fourth part of the former price, which was one of the highest in all Europe. The price for twenty words to Hamburgh being now twelve pence Hamburgh currency, or about eleven pence sterling, which nearly corresponds with the prices of the Austrian-German Telegraph Company. The project of laying down direct wires from Cuxhaven to England, &c., for account of the Hamburgh Telegraph Company, has not yet been carried into execution.

General Remarks.—Besides the life-boat station at this port, another station has been established at Duhnen, by the same private company at Hamburgh, but they have had no chance of saving any lives in 1864, no vessels having been lost in this neighbourhood, all disasters that happened being at too great a distance. Six British collier-vessels were lost in 1864 on Sharhorn Reef and the Tills, at the mouth of the River Elbe, the crews of these vessels either landing in their own boats or being saved by the boats of the pilot-galliot. Two British colliers were abandoned in a sinking state in the North Sea, and the crews landed here from other vessels; and one Liverpool barque, with cargo of tobacco from Bahia for Bremen, was wrecked on Wittsand, between the Elbe and the Weser, and the crew brought here by the tug-steamer "Assecurandeur."

Cuxhaven, January, 1865.

LUBECK.

Report by Mr. Vice-Consul Behncke on the Trade of Lubeck for the Year 1864.

I AM happy to be able to state a general rise in the commerce of this city, although many branches of trade, particularly navigation, have suffered greatly through the war between Germany and Denmark.

Shipping and Navigation.— Not only the commerce with Denmark was at a stand, but also the trade with Russia could not be maintained by Lubeck vessels, and the services of the vessels of neutral nations during the war offered only a poor recompense for the regular voyages in the time of peace. On the contrary, the steam communication between Sweden and Norway became very extensive, as, in consequence of the blockade of the ports of Holstein, the Norwegian steam mails removed their starting places from Kiel to Lubeck, and a daily steam communication was established between Malmo and Lubeck, which at the same time carried on the traffic with Copenhagen. These two lines of communication were kept in operation till late in autumn, after which time the Danish Government opened a regular steam line to carry on the communication with post, passengers, and goods from Corsoer to Lubeck in winter, or eventually from Corsoer to Travemunde, in case the Trave froze. This daily steam mail had, previously to the commencement of the war, run between Corsoer and Kiel, and has since then ceased running altogether to the latter place. A considerable increase in the traffic with passengers and goods has, since the 1st December, 1864, been added to the steam communication between Lubeck and Corsoer and Lubeck and Malmo, by the opening of the Stockholm and Malmo and Gothenburg and Malmo Railroads, as, by these means, passengers are enabled to shorten considerably the voyage by sea.

Most of the Lubeck vessels found this year, the same as in the last one, their freights in foreign ports; only very few can be employed in the Baltic, as the increasing number of steamers running to Lubeck take in most of the goods.

The number of steam and sailing vessels arriving in the port of Lubeck in 1864 exceeds those in the year 1863, about 180 vessels of about 47,500 tonnage.

The number of steam and sailing vessels arrived in the year 1864 in Lubeck, compared with the last five years, amounts to—

Year.	Vessels.	Tons.
1864	1,484	230,870
1863	1,302	183,288
1862	1,251	176,874
1861	1,074	171,950
1860	1,134	166,910

Coasting vessels are not included in the foregoing numbers.

The number of vessels arrived in Lubeck under British flag, amounts to—

Year.	Vessels.	Tons.
1864	32	5,644
1863	24	4,342½
1862	21	3,721
1861	15	3,533
1860	12	1,557

The direct communication between Lubeck and Hull was, in consequence of the dreaded blockade of Lubeck, only unimportant; three vessels completed only six voyages between the named ports, whereas ten voyages were completed in the year 1863. However, it is very likely that more British vessels visited Lubeck than formerly, in consequence of the war.

Trade and Commerce.—Various circumstances, to which may be reckoned the bad state of the money relationships in Russia and Sweden, the abolition of serfdom in Russia, the latent consequences of the Polish insurrection, failure of the crops for several years in Finland, all worked together to cause some of the merchants of this city to suffer considerable losses in those places, while, on the contrary, various branches, particularly the business to Denmark, had a prosperous trade year. Much money was lost on several Russian articles, particularly tar. The imports of timber from Sweden and Finland were very great. The trade with this article reached just as considerable an extent as formerly.

Agriculture.—The opinions expressed in my Report of last year, that the low prices of grain at that period would in all probability not fall lower, have not proved well founded—for, in consequence of the rich harvests in Western Europe, and also of the bad quality of the grain in Northern and Eastern Europe, the export to England and France has almost quite ceased. The German agriculturists are therefore sufferers in a double respect. The rust and rain have decreased the quantity, injured the quality, and at the same time the prices have fallen considerably, when compared with those of the last year, and stand in no proportion to the high rents paid in the preceding years. It is therefore high time that the incomes of the agriculturists should increase if bankruptcies are not to take place amongst them.

Public Works.—The traffic on the Lubeck-Buchen Railroad increased importantly both as regards passengers as well as goods. The total income gives an increase of about 6,500*l.*

The traffic of goods amounted in—

Year.		Cwt.		Tons.
1864	.. .. ..	2,562,248	or	128,112
1863	.. .. ..	2,056,627	„	102,831
1862	.. .. ..	1,853,680	„	92,684
1861	.. .. ..	1,699,645	„	84,982
1860	.. .. ..	1,778,139	„	88,907

The total income for passengers was in—

Year.		Pruss. Doll.		£
1864	.. .. ..	263,336	or	39,204
1863	.. .. ..	219,781	„	33,810
1862	.. .. ..	201,781	„	31,040
1861	.. .. ..	195,321	„	30,050
1860	.. .. ..	200,618	„	30,865

The Lauenburg-Elb Traject, by means of a steam ferry, was opened at the commencement of the spring, and thus the shortest route of connexion of the Baltic with South and West Germany was completed. It has been chiefly used for the transmission of goods, which traffic may probably increase considerably, if, after the introduction of the new Zollverein duty tariff, most of the northern products can be imported into the Vereins territory duty free.

The supposition that the direct Lubeck and Hamburg Railway between these two cities would be opened this year has not been realized, and will in all probability not be so before the middle of 1865.

The company of shareholders formed for building a railroad between Lubeck and Kleinen appears to have met with difficulties in raising the necessary capital, and have therefore not been able to obtain permission to commence their building operations. It is however reported that the above-named difficulties are near being overcome.

The opinions concerning Lubeck joining the Zollverein vary considerably. Decisive steps in this respect may not be expected until the Senate of this city considers the right time to have arrived for them to take up the case.

The official list of the vessels arrived at, and departed from the port of Lubeck, under various flags, shows that 33 English vessels have arrived, while in the British Vice-Consulate of this city only 32 vessels have cleared out. The difference is caused by the English steamer "Vigilant," Capt. Hoeissel, 271 tons, who took in at Travemunde Danish prisoners from the Prussians, and did not produce his ship papers in the Vice-Consulate of Lubeck.

Lubeck, February 17, 1865.

ITALY.

ANCONA.

Report by Mr. Vice-Consul Gaggiotti on the Trade of Ancona for the Year 1864.

During the past year shipping trade has made a sensible alteration, in consequence of land-carriage being preferable for its swiftness and cheapness. The line of railway from here to Rome is making rapid progress, and is to be inaugurated at the end of the year. The dredging of the harbour is now only partial; the original contract having expired, no new one has been made. The Italian Government has voted a few thousand francs in order to keep the dredging machinery at work; but unless vigorous measures are taken, the work, which was well commenced, will relax, and cause the harbour to have no equal depth in two different places.

Fortifications are not forgotten. The wall or cinta around the city is advancing rapidly. It is composed mostly of solid stone, all neatly finished with red bricks. A ditch of water around the walls, and gates having drawbridges, will, in case of necessity, completely isolate the whole city. The wall has vaults or corridors, perforated with loop-holes. Cannon will be placed upon parts of it.

New thoroughfares are to be opened, and many extensive buildings projected.

In order to facilitate and cause greater encouragement to the shipping trade, the authorities, at the commencement of the year, nominated a Commission, composed of the local President of the Chamber of Commerce, the Admiral in command, and others, to examine and report upon the principal requirements of this harbour. The Commission some time since finished its labours, and has sent its report to Government.

They recommend that, where the Lazaretto exists, a dock should be made in its stead, and bonded stores erected, as, in a short time hence, the free port will no longer exist. At the left hand of the Sanita Office they have recommended the formation of a basin, which has been approved of, and 2,000,000 francs voted for its construction. Where the breakwater, or Scogliera, exists, a prolongation is recommended, as it will then effectually protect the port from all kinds of weather.

Another improvement, which will prove to be useful and necessary, is the construction of a pier or jetty, which is now building, and projects from the New Quay Way. It will enable ships to lay alongside and discharge their cargoes; and if approved of, as recommended, a tramway will be laid down, so that goods can be transported away immediately upon arrival.

The population of this town is always upon the increase, and notwithstanding the continual building of houses, which are taken possession of immediately they are finished, and, in some cases, before. Still, accommodation is not sufficient for all. As a natural consequence, house-rent has risen tremendously.

Births of both sexes, during the past year, show an increase of 10 per cent. over the returns of last year.

The military population is about one-tenth of the whole, and about one-third composed of Government employées.

The agricultural districts have left nothing to be desired,—abundance of wheat, maize, and grape. No wheat, however, of any consequence, has been exported, as it is required for home consumption.

Unhappily, symptoms of disease, in a few districts, amongst cattle, showed itself at the commencement of the year, which caused the authorities to prohibit the importation of cattle into the town from those places which were suspected; but, at the same time, in order that the peasants should not suffer any loss, upon the appearance of distemper, and upon its being reported to and verified by the authorities, the beast was killed and paid for.

The old system of weights and measures has now been entirely done away with, and decimal weights substituted. Italian lire is the current money, but only lately has the Papal silver coin been called in.

No ships have been built here this year. Trade in that particular branch is decidedly upon the decrease.

We have no mines worth speaking of, except the sulphur mine near Torli, which is working well, but pays only very fairly.

The annexed form of imports and exports exhibit the total amount both of trade and navigation for the last five years.

Years.	Nationality.	Imports.		Exports.	
		Tonnage.	Value.	Tonnage.	Value.
			£		£
1860..	British	14,272	193,138	21,965	163,779
	Foreign	26,752	202,742	71,528	69,842
1861..	British	38,311	422,222	51,660	99,376
	Foreign	105,409	66,220	144,210	61,150
1862..	British	99,300	173,971	89,602	59,960
	Foreign	118,690	..	156,251	..
1863..	British	83,650	196,520	14,862	26,489
	Foreign	112,326	317,119	107,948	92,245
1864..	British	38,332	286,204	27,223	..
	Foreign	86,334	587,463	86,570	218,650

Ancona, February 11, 1865.

MECKLENBURG-SCHWERIN.

ROSTOCK.

Report by Mr. Vice-Consul Schultze on the Trade of Rostock for the Year 1864.

I BEG permission to wait upon you with the following Report on the commerce and navigation of this country, and especially of the two seaports, Rostock and Wismar, during the year 1864.

The year can in no respect be called a favourable one. The Danish war and high rate of discount have almost through the whole year materially checked the development of enterprise.

Shipping and navigation have suffered considerably under the pressure of the Danish embargo, and though these ports were not actually blockaded, great distrust and uncertainty have ranged, as the blockade could every day be declared for these ports also,

The number of vessels arrived and departed in Wismar and Rostock has abated, but the British and Danish flags have been more numerous than in ordinary years, and as the Mecklenburg flag was for the greatest part laid up, the British and Danish Flags had to supply the want of vessels, and had to enjoy high rates of freights.

In Rostock arrived and departed the following number of ships.

Nationality.	Arrived.	Departed.		
		Number.	Remainder (Deducting Ships Entered for Refuge).	Tonnage.
British..	59	60	58	12,299
Danish..	111	102	97	8,487
Dutch	31	32	31	5,343
French..	6	6	6	867
Hanoverian	15	15	14	1,194
Hans Towns	3	3	3	732
Mecklenburg	95	124	124	29,766
Norwegian	43	44	29	2,133
Prussian	39	32	29	1,500
Russian	14	14	10	2,604
Swedish	104	100	63	6,624
Total ..	520	532	464	71,547

In Wismar arrived and departed :—

Nationality.	Arrived.	Departed.	
		Number.	Tonnage.
British..	22	22	5,499
Danish..	57	55	3,405
Dutch	10	11	1,137
Hanoverian	4	5	237
Mecklenburg	70	78	14,793
Norwegian	1	1	42
Prussian	7	9	348
Russian	8	8	1,836
Swedish	65	65	4,014
Total ..	244	254	31,311

The shipowners have been in an almost desolate situation. Not only that the greatest part of the mercantile fleet was laid up, being doomed to inactivity on account of the Danish embargo ; the rest, which were out at sea, were in constant danger to be captured, and was obliged to repair to the most remote stations in order to be out of the way, and were thus obliged often to accept freights which would not have been agreed to if there had been a choice. Losses in this branch have therefore been quite general. The maritime losses have also been comparatively great, considering the small number of vessels which have been out. Ship building has nevertheless not found an interruption, and the number of new built vessels has a little exceeded the losses.

		Vessels.
Rostock possessed at the beginning of last year		369
During the year 1864 were added by new built ..	15	16
„ „ „ purchase ..	1	
		385
Of these are Lost during the year		13
Remaining		372

Of these are measured 354 to 45,204 Rostock lasts of 6,000 scheffels or 135,612 tons. 18 vessels are not yet measured, and 15 are on the stocks. Wismar had at the beginning of last year 49 vessels and 1 steamer, which is not measured. It has lost 2, and none have been built anew, so that the number is reduced to 47 vessels, measured to 5,376 lasts, or 16,128 tons.

The mercantile fleet of Mecklenburgh has thus last year increased from 418 to 419 vessels, and the tonnage from 151,224 to 151,740 tons

Trade and commerce have likewise not been flourishing, owing to the same causes.

The export business of corn by sea could have been of a much greater extent, considering the large crop of corn in 1863. But the fear that the cargoes would be captured at different periods directed great quantities on the railroad to Hamburg, so that the quantities of corn exported over the ports have not risen above an average exportation. Besides there has been no animation or favourable turn in the foreign markets for corn. England, which is the only customer, has been under the pressure of most abundant supplies, and no stir came in the movement of prices. Merchants were at last obliged to sell without profit, and losses are therefore in most cases prevalent.

The wheat and flour exported by sea was almost all sold to England at the average price of 38*s.* to 40*s.* per quarter of 60 to 63 scheffels free on board. From Rostock alone 133 vessels, with 108,000 quarters of wheat, and 2,067 barrels of flour, were sent to England.

TOTAL QUANTITIES of corn exported from Rostock during the year 1864.

Articles.	Quantities.		
	Lasts.	Scheff.	Quarters.
Wheat	8,877	75½	115,410
Rye	1,614	69⅝	20,990
Barley	41	51	539
Oats	24	68	346
Peas	79	81⅓	1,038
Tares	00	60	7
Malt	402	94¼	5,239
Rapeseed	128	56	1,670
Total	11,170	75⅝	145,239

In 229 vessels, and 2,067 barrels of Flour, 12 barrels a last of 4,000 lbs.

Wismar has exported about one-thtrd of the above quantity of wheat.

TABLE of the Total Export of Corn, Seed, &c., from Rostock, showing the Countries whereto, and the Flags in which the Exportation took place.

Nationality.	Vessels	Flour.	Wheat.	Rapeseed.	Rye.	Barley.	Peas.	Tares.	Oats.	Malt.
To England—		Barrels.	Lasts. Scheff.	Lasts. Scheff.	Lasts. Scheff.	Lasts. Scheff.	Lasts. Scheff.	Lasts.	Lasts. Scheff.	Lasts. Scheff.
Rostock	8	..	761 90½	..	..	..	30 48	..	..	..
Mecklenburg	9	..	903 1	..	..	..	..	..	..	..
Danish	47	..	2,373 52	..	..	..	2 00	60	..	..
British	45	28	3,015 64	..	..	..	30 08	..	..	..
French	1	..	67 43	..	..	..	..	..	..	..
Hamburgh	1	719	..	..	..	..	..	..	..	..
Hanoverian	4	1,320⅔	138 72	..	..	..	..	..	..	..
Dutch	13	..	654 61	..	..	11 00	5 60	..	..	..
Norwegian	1	..	69 00	..	..	..	..	..	..	..
Prussian	3	..	178 92	..	..	..	..	..	..	..
Swedish	1	..	69 00	..	..	..	..	..	..	..
Total	133	2,067⅔	8,231 91½	..	..	11 00	68 20	60	..	..
	Total, 8,311 lasts 75½ scheffels, or 108,043 quarters. 2,067⅔ barrels of Flour.									
To Belgium or Holland—										
Danish	2	..	68 04	..	..	30 51	..	..	..	..
British	1	..	103 34	..	..	..	..	..	..	..
Dutch	10	..	424 14	128 56	81 18	..	..	..	..	..
Total	13	..	595 52	128 56	81 18	30 51	..	..	..	..
	Total, 835 lasts 81 scheffels, or 10,865 quarters.									

Table of the total Exports of Corn, &c.—*continued.*

Nationality.	Vessels	Flour.	Wheat.	Rapeseed.	Rye.	Barley.	Peas.	Tares.	Oats.	Malt.
		Barrels.	Lasts. Scheff.	Lasts. Scheff.	Lasts. Scheff.	Lasts. Scheff.	Lasts. Scheff.	Lasts.	Lasts. Scheff.	Lasts. Scheff.
To Sweden and Norway—										
Danish	1	..	..	..	23 48	..	..	..	..	..
British	1	..	..	..	50 00	..	..	..	..	..
French	2	..	..	..	121 24	..	1 84	..	..	..
Dutch	1	..	..	..	81 24	..	4 00	..	..	..
Norwegian	23	..	12 03	..	588 43	..	5 73½	..	..	..
Swedish	5	..	4 41	..	113 48	..	..	..	..	..
Total	33	..	16 44	..	977 91	..	11 61½	..	..	..
Total, 1,006 lasts 4½ scheffels, or 13,078 quarters.										
To Denmark—										
Russian	1	..	..	..	21 48	..	..	..	..	..
Swedish	1	..	..	..	19 48	..	..	..	..	..
Total	2	..	..	..	41 00	..	..	..	..	..
Total, 2 vessels, 41 lasts, or 533 quarters.										
To Holstein and Hans Towns—										
Rostock	7	..	..	..	144 74⅓	..	..	..	11 00	..
Danish	26	..	..	..	157 36	..	..	..	13 68	99 76
Swedish	2	..	1 80	..	54 61	..	..	..	..	..
Hanoverian	4	..	..	..	25 08	..	..	..	..	70 68
Dutch	4	..	32 00	..	132 68⅞	..	..	..	..	18 84¼
Total	43	..	33 80	..	514 56⅜	..	..	..	24 68	189 36¼
Total, 762 lasts 48⅝ scheffels, or 9,936 quarters.										
To Russia—										
Rostock	3	..	..	..	..	..	..	..	..	74 85
British	1	..	..	..	..	..	..	..	..	65 87
Dutch	1	..	..	..	..	..	..	..	..	72 78
Total	5	..	..	..	..	..	..	..	..	213 58
Total, 5 vessels, 213 lasts 58 scheffels, or 2,777 quarters.										

The total export business from Rostock by sea was as follows:—

To England 154 vessels—133 with wheat and flour, 6 with oil cakes, 1 with cattle bones, 14 in ballast.

To Russia 44 vessels—5 with malt, 1 with salt, 38 in ballast.

To Holstein and Denmark 76 vessels—26 with rye, 1 with oats, 4 with potatoes, 2 with piece goods, 43 in ballast.

To Hans Towns 25 vessels—10 with rye, 5 with malt, 8 with piece goods, 2 in ballast.

To Holland 8 vessels with wheat and rye.

To Belgium 5 vessels—4 with wheat, 1 with rapeseed.

To Prussia 63 vessels—1 with piece goods, 16 with herrings, 5 with old iron, 1 with rice, 1 with slates, 39 in ballast.

To Sweden and Norway 132 vessels—30 with rye, 102 in ballast.

To the Baltic 14 vessels—5 with herrings, 9 with ballast.

Altogether 532 vessels departed, of which 274 were laden, and 258 in ballast, or having touched the port as refuge only.

The great mass of exports from Mecklenburg is going on the railroad or through inland navigation to Hamburgh or the interior of Germany. Only twenty-four per cent. of the corn export is shipped over Rostock, and ten per cent. over Wismar. The wool, and butter, and cattle is all sent on the railroad, viz., 2,000,000 lbs. of wool, 300,000 lbs. butter, 1,460 horned cattle, 551 calves, 37,000 swine, and 50,000 sheep as average annually.

In the import business, the coal import from England is the most important. It has, since some years, been considerably increasing, owing to iron-founderies, gass-works, and the railroads, which consume great quantities. But last year the importation of this article has also relaxed a little; only 98 cargoes of coals have arrived in Rostock last year from England against 117 in the year 1863.

The total importation into Rostock during the last year has been as follows, viz.:—

From England arrived 125 vessels—98 with coals, 2 with salt, 2 with iron, 12 with colonials and piece goods, 1 with stoneware, 1 with slates, and 9 in ballast.

From France arrived 5 vessels—3 with sugar, and 2 with wine.

From Russia arrived 11 vessels—3 with hemp, 5 with piece goods, 1 with sleepers, 1 with tar, and 1 in ballast.

From Holstein and Denmark arrived 108 vessels—1 with salt, 4 with herrings, 25 small crafts with cheese and butter, 22 with limestone, 47 in ballast, and the rest, 9, with indifferent articles.

From Hans Towns arrived 35 vessels—22 with colonials, tobacco, and piece goods, 3 with guano, and 10 in ballast.

From Holland arrived 8 vessels—5 with coffee, &c., and 3 in ballast.

From Belgium arrived 18 vessels—6 with tiles and 12 with piece goods.

From Prussia arrived 41 vessels—6 with sugar, 10 with planks, 3 with piece goods, 4 with spirits, 8 with potatoes, 1 with bark, 1 with sleepers, 1 with rapeseed, 1 with fish, and 7 in ballast.

From Sweden and Norway arrived 159 vessels—57 with herrings, 8 with iron, 57 with beams, 11 with limestone, and 26 in ballast.

Altogether 520 vessels arrived, of which 406 were laden and 104 in ballast, and 10 as post-boats, or having only taken refuge.

The great mass of imports into Mecklenburg is coming on the railroads from Hamburgh, &c.—for instance, all manufactures, and a great quantity of coffee, sugar, rice, &c.

Agriculture is very flourishing over the whole country. The crop of corn of 1863 has been uncommonly great; and that of last year, though

not so good in quality of the corn, is in quantity scarcely estimated lower. The low prices which have ranged for corn during the last three years have, therefore, in a great measure, hitherto been compensated by the brilliant result in the productiveness of the soil; besides, butter, wool, and cattle, could always be sold at well-remunerating or even very high prices.

Great uneasiness prevails amongst the landed proprietors and farmers on account of the constantly increasing emigration of the labouring classes of this country. This has become so general during the last years, in spite of the American war, that during the time of harvest operations, hands were generally scarce; and it is feared that when the war in America will cease, emigration will take much greater dimensions still.

The causes of emigration are, therefore, much discussed in this country; and the legislature, instead of lightening the burdens of the labouring classes, by granting free settlement and free trade, and choice of profession, would like to check emigration, by making the poor classes still more dependent of their lords and patrimonial sires. The legislature is fully in the hands of the latter; and for the present there is not much aspect that they will come to better insight.

The railroad from Gristrow to New Brandenburgh is opened, but the annexation of the road with Stettin is still fully in suspense, as the concession of the Prussian Government is not gained, and made dependent on extravagant pretensions of reductions on the transit-duties on the Hamburg-Berlin road. These transit-duties Mecklenburgh cannot lose as its whole new system of customs must fall with them and depends on the great income which the transit-duty on the Hamburgh-Berlin road yields to the revenue. The new frontier customs duties, according to the new tariff which was established in October of 1863, has, however, given a very satisfactory result during the first year's existence. In spite of the depression and war adversities under which commerce has had to contend, the yield of the first year to the income of the Government has been surprisingly good, so that an alteration of the new system is not expected for the next future.

Rostock, January, 1865.

NICARAGUA.

GREY TOWN.

Report by Mr. Consul Green on the Trade of Grey Town for the Year ending 1864.

Since the occupation of this port by the Republic of Nicaragua, in 1861, nothing of importance has occurred, with the exception of the reopening of the Nicaraguan transit, by the Central American Transit Company, through this port, the River San Juan, and the Lake of Nicaragua, to the port of San Juan del Sur, on the Pacific, during the past year.

The Company appears to be determined to open, and keep open, the route, and have, since the commencement, shown a great deal of energy in their operations; and it would certainly be of great importance to the world at large if they should be successful in making a good and safe transit from ocean to ocean. The great obstacle now existing is the difficulty of getting in and out of this harbour. Since the year 1850 the harbour has been rapidly filling up, and there is now but six feet of water on the bar, so that unless the Company can improve the harbour, so that their steamers can enter and discharge, and receive the cargo or passengers destined for them, the route cannot be considered a safe one. On the contrary, owing to the heavy winds on this coast, it is absolutely dangerous.

This port is the only available one that Nicaragua possesses on the Atlantic coast, and, although some 200 miles (by the River San Juan and the Lake of Nicaragua) distant from the populated part of Nicaragua, it is of great importance to the Republic, as more than one-third of the exports and imports of the Republic pass through this port.

I beg leave to inclose herewith, marked No. 1, a return of the exports and imports at this port during 1864.

The city and port of Grey Town, or San Juan del Monte, is, by the Treaty of Managua, 1861, declared to be a free port; but I am sorry to have to report that, under its present Government, as organized by the Republic of Nicaragua, and carried out by its officials, it is not by any means a free port, and the Republic does not appear to be willing to carry into effect the stipulations of the Treaty of Managua as regards this port.

The Republic of Nicaragua, since its last revolution, appears to be making some advances towards a better state of civilisation and industry, and the industrial part of its population are turning their attention to the planting of coffee, indigo, cotton, and cacao; and, so far as I am able to judge from personal observation, I am of opinion that, by the cultivation of these commercial productions very large quantities can be produced in this Republic. The soil and climate are good, although, in some years, the country suffers from drought; and this year, I am credibly informed the worm has destroyed a large part of the cotton crop.

The entire imports and exports of Nicaragua for 1864, as far as can be obtained, will be found in Return marked No. 2.

The goods imported are principally English—Manchester goods and hardware. Over two-thirds of the entire importations are English. America sends provisions, boots and shoes, and common liquors; France, Germany, and Italy fancy goods and wines. But, owing to the large duties levied upon goods imported, being 40 per cent. *ad valorem*, on

the part of the Republic of Nicaragua, it very much retards the development of the resources of the country; and the general, and, I must say, the almost Japanese antipathy to foreigners, is a great obstacle to emigration, and, as a consequence thereof, very few foreigners can be found in the Republic.

The population of Nicaragua is about 350,000. They are a mixed race, consisting of Indian, negro, and white, with the usual varieties of colour and caste. The character of the people is not considered particularly good; and, in most cases, might is right.

Nicaragua does not possess, at the present time, any means for coining, and only foreign coin is used in the country for commercial or other purposes, America and French silver being the general currency.

Nicaragua also possesses mines, of great value, in silver and gold, and which are gradually being brought into notice, and some of them are now worked to advantage. The departments of Segovia, Matagalpa, and Chontales are the mining districts. The export of gold and silver is stated in Return No. 2.

Owing to the mining laws of the State, foreigners cannot denounce mining lands or mines, and it will be a long time before the rich resources of the country will be fully developed.

Return No. 3 gives the tonnage of shipping at this port for the year 1864.

The Mosquito Reservation within the territorial limits of Nicaragua is making very good advances in regard to developing the resources of the country.

Cotton and tobacco are being planted, and do well. The larger tracts of pine lands, consisting of pitch-pine and yellow pine, are being brought into notice; and, last year, there has been erected a saw-mill at Cara, on Great River, which will be of great value to the Reservation. The mahogany and other woods within the Reservation are valuable and in demand.

Quite a large amount of india-rubber is annually collected and sold by the Indians, as well as gum-copal, hides, and deer-skins.

The labours of the Moravian missionaries on the Mosquito Coast and within the Reservation are useful, and worthy of much praise, and the people of the coast and Reservation are advancing towards a better state of civilisation and industry; and many of the bad customs and habits of the people have been abandoned through the good influence of the Mission of the United Brethren, established on the Mosquito coast in 1848, under the Protectorate of Her Majesty's Government. And I am quite satisfied if the Treaty of Managua of 1860 is carried out in good faith by the Republic of Nicaragua, the Mosquito Reservation will become of great and increasing value.

The port of Monkey Point will, if established, be the best harbour on the Mosquito coast, or the Atlantic coast of Nicaragua, and will be of great importance to the commercial marine of the world, being a safe and perfectly secure harbour in all kinds of weather, and being a free port in the true sense of the word, as all ports and rivers within the Mosquito Reservation are by law declared to be free ports and rivers.

1.—RETURN of the Imports and Exports (products of the Coast) at Grey Town, for the Year 1864.

Imports.

General Merchandize for Sale and Consumption in	$	cts.
Grey Town	100,070	00
Coin	2,000	00
Total	$102,070	00

Exports.

Articles.		Quantity.	Value.	
			$	cts.
Hides		582	1,455	00
Deer Skins		920	460	00
India Rubber	lbs.	331,157	92,724	00
Tortoise Shell	„	1,825	6,388	00
Sarsaparilla	„	1,166	350	00
Old Copper		..	282	00
„ Iron Machinery		..	21,437	00
Tobacco	lbs.	2,550	5,100	00
Cocoa Nuts		9,200	92	60
Total		..	$128,288	60
Less amount of Imports ..		..	$102,070	00
Balance in favour of Exports ..		..	$26,218	60

GENERAL RETURN of the Imports and Exports of Nicaragua, for the Year 1864, from and *viâ* Grey Town.

Imports.

From Europe, the United States, and St. Thomas, West Indies	$	cts.
.. ..	664,433	25
Less amount of Exports	474,970	50
Amount in favour of Imports	$179,462	75

Exports.

Articles.		Quantity.	Value.	
			$	cts.
Ox Hides		18,623	46,559	50
Deer Skins		109,729	54,864	56
Indigo	lbs.	62,834	94,252	00
India Rubber	„	345,034	96,609	72
Cotton	„	52,619	21,047	70
Coffee	„	42,463	8,492	60
Cocoa or Chocolate ..	„	38,249	15,299	70
Tortoise Shell	„	1,825	6,388	00
Sarsaparilla	„	1,166	350	00
Old Copper		..	1,614	25
„ Iron Machinery		..	21,437	60
Tobacco	lbs.	26,700	5,340	00
Lamá, or Nicaragua Wool	„	44,940	898	80
Cascarilla	„	141	28	20
Fancy Cabinet Woods ..	„	129,600	2,592	00
Cocoa Nuts		9,260	92	60
Pieces of Hides		..	40	00
Gold (in bars) and Silver	ozs.	9,906	99,063	25
Total Exports.. ..		..	$474,970	50

N.B.—The above Calculations are made at the exchange of $4 80 cts. to the £, of 4*s.* 2*d.* to the dollar.

2.—Return of the entire Imports and Exports, for the Year 1864, by the Republic of Nicaragua.

Imports.

	$
As far as ascertained	965,700

Exports.

Articles.	Quantity.	Value.
		$
Cotton .. .. .. cwt.	8,000	240,000
Deer Skins	200,000	100,000
Ox-hides	75,000	187,500
Coffee .. .. .. cwt.	2,000	24,000
Cocoa .. .. .. „	500	20,000
Indigo .. .. .. serons	1,000	94,542
Gold in bars	..	250,000
Silver, ditto	..	56,000
Foreign Coin	..	175,000
Lima Wood .. .. tons	5,000	160,000
Fancy „ .. .. „	5,000	60,000
Old Copper	..	282
Iron Machinery	..	21,437
Total amount of Exports ..	..	$1,388,761
„ „ Imports ..	..	$965,700
Balance in favour of Exports ..	..	$423,061

3.—Copy of a Statement furnished by the Authorities of the Port of Grey Town, of the Number and Tonnage of Shipping entered during the Year 1864.

Nationality.	Number.	Tons.
English Steamers	12	20,416
„ Sailing Vessels ..	15	1,059
United States Steamers.. ..	5	7,257
„ Sailing Vessels ..	11	1,421
Italian Sailing Vessels	2	398
French Sailing Vessel	1	155
Total	46	30,706

Grey Town, December 31, 1864.

PORTUGAL.

CAPE VERDE ISLANDS.

Report by Mr. Consul Miller on the Trade, Navigation, &c., of the Cape Verde Islands, for the Year 1864.

The Cape de Verde Islands are thirteen in number, viz., Saint Vincent, Saint Antonio, Sal, Boa Vista, and Saint Nicholas, which are inhabited; Santa Lucia, Branca, and Raza, not inhabited; these form the windward group. Saint Jago Maio, Fogo, and Brava, inhabited; with the Romos, uninhabited, form the leeward group.

The leeward islands were first discovered on the 1st of May, 1460, by Antonio de Nolles, a Genoese, in the service of Portugal. There is no record of the exact period when the windward group were discovered; but Sir William Dampier visited Saint Vincent in 1493, and found there a party of the inhabitants of the contiguous island of Saint Antonio, who were engaged in catching turtle and hunting wild goats, of which there was a great abundance at that time.

The whole archipelago has been, without intermission, in the possession of Portugal, with the exception of the Island of Maio, which was held in 1709 for a few years by the English, under the pretext that the island formed part of the dower of the Infanta Donna Catherina of Portugal, upon her marriage with King Charles II. England.

These islands, together with their dependencies in Africa, of Bissao, Cachio, Inguichor, and Farini, lying between the latitudes of 11° 30′ N. and 12° 30′ N. from the province of Cape Verde. The government of this province is entrusted to a Governor-General, assisted by a Council of Government, of which the Governor is president, and the other members are the four highest persons in office of the ecclesiastical, judicial, military, and fiscal departments, together with two of the principal civilians.

The whole population of the islands, according to the census of 1862, numbered 97,009 souls, distributed amongst the islands as follows:—

Saint Jago	44,200
Maio	2,067
Brava	6,824
Fogo	14,426
Saint Nicholas	6,731
Saint Antonio	17,965
Saint Vincent	1,337
Boa Vista	2,621
Sal	838
Total	97,009

The orighal colonists were negroes, purchased from captivity in Africa, and brought over in 1461; and the race has been gradually improved by intercourse and admixture with Europeans. They are a well-formed people, tractable in their disposition, but indolent—possessing a sufficient degree of intelligence to enable them to become useful assistants to artificers; whilst their hardiness adapts them to the service of whaling, for which occupation they are much sought by American whalers.

Crimes of a serious nature are of very rare occurrence amongst this people; whilst minor offences, the majority of which consist of acts of petty peculation, are frequent.

The population is principally employed in agricultural work in the Islands of Saint Antonio, Saint Nicholas, Saint Jago, Brava, and Fogo, and

in the Islands of Sal, Boa Vista, and Maio, in the manufacture of salt. In Saint Vincent the coaling of steamers gives employment to a large portion of the inhabitants.

Saint Vincent is the only island between which and England there is any direct trade. This island is nearly barren, fruits and vegetables for the supply of the inhabitants and shipping being brought over from the neighbouring Island of Saint Antonio; but the harbour is so excellent, so spacious, safe in all seasons and weathers, easy of access, and from its geographical position so convenient to steamers navigating south of the line, that it has latterly become a very important coaling station.

There are no statistical returns regarding shipping at the other islands. At Saint Vincent the amount of shipping entered and cleared during the last five years is as shown in the following Table.

Navigation.

Years.	British.						Foreign.					
	Entered.			Cleared.			Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1860	87	73,822	4,288	87	73,822	4,288	85	60,352	3,787	85	60,352	3,787
1861	67	51,540	3,216	67	51,540	3,216	107	68,883	4,857	107	68,883	4,857
1862	80	64,164	4,288	80	64,164	4,288	94	66,017	4,672	94	66,017	4,672
1863	115	72,129	4,652	115	72,129	4,652	98	69,632	4,985	98	69,632	4,985
1864	114	89,647	5,505	114	89,647	5,505	113	69,058	4,886	113	69,058	4,886

Agriculture and Produce.—The whole area of the islands has been computed at 1,555 square miles. The land is, in some of them, very high. The peak of Fogo is 9,760 feet above the level of the sea; and the altitude of the highest mountain in Saint Antonio is above 6,000 feet. They are of volcanic formation; and in Fogo there is a volcano from which there are eruptions of lava from time to time. The inhabitants are very poor; such a very large portion of the land not being cultivable from the want of water. In the high lands, where the temperature is cooler and the atmosphere more humid, indian corn, beans, and pumpkins are produced in sufficient quantity, in average years of abundance, for the maintenance of the inhabitants; but the rains fail frequently, and the consequence is a famine, an event which occurs, upon an average, about every fifth year. The rains in 1862 completely failed, and the result has been an awful famine. The mortality at Saint Jago was fearful. Last year it is calculated that upwards of 10,000 persons perished from the effects of starvation.

In the valleys, wherever there is a spring of water, the land is cultivated, and by irrigation will produce almost every kind of fruit, at the levels where the temperature is appropriate to different species of plant; but the irrigated surface is small in proportion to the surface of the arid land. Oranges of delicious flavour are produced in considerable quantities, with many other kinds of tropical fruits. Formerly, much of the irrigated land was devoted to the cultivation of vines, but the oïdium destroyed the vineyards about the same time that the vines in Madeira were affected by that disease. Since then, the cultivation of the vine has been substituted for that of sugar-cane and coffee. The cotton plant grows; but the uncertainty of the rains, and the indolence of the people together, are the causes why the plant is not more extensively cultivated; and it is doubtful whether its cultivation would prove profitable.

The most important product is the pulga-oil nut, the seed of the *iatropha curcus*. The tree which bears this fruit attains a height of about 15 feet, and grows wild, without irrigation, in sheltered places in the arid land. About 350,000 bushels are gathered and exported annually to Portugal, where the oil is extracted. This oil is used principally for burning: the plant is easily propagated by cuttings and seed. The remaining products are coffee, sugar, orchilla, salt, goat-skins, and hides. During the last three years, coral fishing has been prosecuted with some success around the coast of St. Jago, in small Italian and Spanish vessels from the Mediterranean; but there is no reliable information to be obtained at present as to the value of the coral gathered.

The following is a Table showing the declared value of the imports from England and other countries at St. Vincent during the last five years.

The import duty is levied according to a tariff, and the duties range from 10 to 40 per cent. ad valorem; the highest rates being levied upon articles of a similar nature to those the produce or manufacture of Portugal.

RETURN showing the Value of Imports at St. Vincent, Cape de Verdes, from 1860 to 1864.

Years.	From England.	From Portugal.	From France.	From America.	Total.
	£	£	£	£	£
1860	17,502	3,415	60	2,684	23,661
1861	17,567	4,009	1,318	1,775	24,669
1862	18,115	2,343	1,153	1,010	22,621
1863	25,598	3,700	1,090	1,414	27,802
1864	23,442	3,600	2,664	2,131	31,837

The following Table shows the approximate value of the export from the Archipelago during the year 1864.

ESTIMATED Value of Exports of Produce at the Cape de Verde Islands in the Year 1864.

Islands.	Description of Exports.	Estimated Value.
		£
St. Jago.. ..	Pulga Oil Nut, Sugar, Orchilla, Goat Skins, and Hides	31,500
St. Antonio ..	Coffee, Orchilla, Hides, and Aguardente	12,500
St. Nicholas ..	Pulga Oil Nuts, Orchilla, Goat Skins, and Hides ..	600
Fogo	Pulga Oil Nuts, Ground Nuts, Orchilla, and Hides ..	5,000
Brava	Pulga Oil Nuts	100
Sal..	Salt and Goat Skins	7,200
Maio	Salt, Goat Skins, and Hides	3,200
Boa Vista ..	Salt, Goat Skins, and Hides	1,500

Climate.—The climate in St. Antonio and Brava is salubrious; at St. Vincent it is also generally healthy. St. Jago is an exceedingly sickly place: in the other islands, after the rains during the months of September, October, and November, intermittent fever is common.

Quarantine Regulations.—Masters of vessels should take care to provide themselves with a bill of health, duly certified by the Portuguese consul at their last port of departure; otherwise, on arrival here, the vessel would be put in quarantine for at least three days.

Exchange.—The current rate of exchange is 4,700 reis to the pound sterling, and 4,500 reis in payment to Government offices, and in exchange for bills.

St. Vincent, Cape de Verdes, January 14, 1865.

PRUSSIA.

STETTIN.

Report by Mr. Consul Blackwell on the Trade of Stettin for the Year 1864.

The trade of this port during the past year necessarily exhibits a great decline when compared with 1863. The mouths of the Oder—consequently Stettin, Swinemünde, and all the ports on the Haff—were blockaded by a Danish squadron for nearly three months, from March 15 to May 12, and again from June 27 to July 20, and precisely during the season the most favourable for commercial operations. Hopes were entertained that after the cessation of the blockade the trade would be unusually brisk; but these hopes were frustrated by the high rate of discount in England, and the critical state of the money-market throughout Europe, in consequence of which speculation was checked, and both the import and the export trade remained dull until the close of the navigation. Owing to these causes the decrease in the tonnage of shipping, as well as in the quantity and value of imports and exports, has been very considerable, amounting, in general, to upwards of 50 per cent., as is shown more fully in the following Table :—

I.—Shipping and Navigation.

Number, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde in 1863 and 1864.

Description of Vessels.	1863.			1864.			Decrease in 1864.
	Number of Vessels.	Tonnage.	Number of Crew exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crew exclusive of Masters.	
Stettin—							Tons.
Steamers ..	143	63,185	2,721	80	34,411	1,444	28,774
Sailing Vessels	284	30,138	1,400	192	20,367	938	9,771
Total ..	427	93,323	4,121	272	54,778	2,382	38,545
Swinemünde—							
Steamers ..	..	..	..	2	846	40	..
Sailing Vessels	128	29,862	959	106	24,555	800	..
Total ..	128	29,862	959	108	25,401	840	4,461
Totals ..	555	123,185	5,080	380	80,179	3,222	43,006

Left Stettin in Ballast.—In 1863, fifty vessels, of 15,296 tons, or 16·39 per cent. of the total tonnage entered; in 1864, twenty-four vessels, of 8,952 tons, or 16·34 per cent of the total tonnage entered.

All the British vessels that arrived at Swinemünde left that port in ballast.

Number and Tonnage, in Prussian Lasts, of all Sea-going Vessels, except Littoral Passenger Steamers and Coasting Craft, entered at Swinemünde in 1863 and 1864.

Nationality of Vessels.	1863.		1864.		Being in 1864	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Increase.	Decrease.
					Lasts.	Lasts.
Prussian	1,502	148,605	696	68,786	..	79,819
British	552	81,784	374	49,382	..	32,402
German States	183	17,468	158	10,136	..	7,332
Swedish and Norwegian	210	10,341	215	9,056	..	1,285
Dutch	126	11,060	89	8,551	..	2,509
French	18	1,263	24	1,860	597	..
Danish	257	9,313	48	1,241	..	8,072
Russian	17	1,481	12	1,006	..	475
Italian	1	99	2	205	106	..
Belgian	..	..	1	81	81	..
Spanish	..	..	1	79	79	..
American (United States)	1	205	..	..	..	205
Total	2,867	281,619	1,620	150,383	..	131,236
	Of the Vessels entered at Swinemünde, there arrived at Stettin					
	2,342	211,274	1,259	109,164	..	102,110

Number and Tonnage, in Prussian Lasts, of Vessels of all descriptions, except River and Littoral Passenger Steamers, Entered and Cleared at Stettin in 1863 and 1864.

Years.	Entered.									
	Sea-going Vessels.				Coasting Vessels.		River Craft.		Total.	
	Merchant Vessels.		Mail Steamers.							
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
1863	2,342	211,274	39	3,532	2,773	43,672	7,543	208,846	12,697	467,324
1864	1,259	109,164	..	..	2,091	31,412	6,167	175,099	9,517	315,675
Decrease in 1864 ..	..	102,110	..	3,532	..	12,260	..	33,747	..	151,649
	Cleared.									
1863	2,289	206,527	39	3,532	2,786	43,643	7,609	210,044	12,723	463,746
1864	1,310	114,408	..	..	2,093	31,607	6,137	174,109	9,540	320,124
Decrease in 1864 ..	..	92,119	..	3,532	..	12,036	..	35,935	..	143,622

The number of vessels built at Stettin and other Pomeranian ports in 1864, was as follows :—

	Stettin.	Other Pomeranian Ports.	Total.
Steamers—			
Sea-going	5	..	5
River	5	..	5
Sailing Vessels—			
Sea-going	3	28	31
Coasting, under 40 Lasts..	..	18	18
Total	13	46	59

The following Table, compiled from the Annual List of the Prussian Mercantile Marine, published by the appraisers of the Stettin Marine Insurance Companies, shows a slight increase in the total tonnage of Prussian vessels, and also a slight increase in the tonnage of vessels belonging to Stettin. Taking the measured shipping last at $1\frac{1}{2}$ register ton, the total tonnage of the Prussian Mercantile Marine was on January 1, 1859, 258,252 tons; on January 1, 1865, 280,962 tons, being an increase of 22,710 tons in six years, or at the average rate of 3,785 tons annually.

Prussian Mercantile Marine on January 1, 1865. Tonnage in Prussian Lasts.

Ports or Places where the Managing Owners reside.	Steamers.				Sailing Vessels.				Total Jan. 1st, 1865.		Total Jan. 1st, 1864.		Being in 1864.	
	Sea-going.		River.		Sea-going.		Coasting, under 40 lasts.							
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Increase.	Decrease.
													Lasts.	Lasts.
Danzig	2	304	11	297	116	32,776	1	23	130	33,400	139	34,817	..	1,417
Stettin	17	2,001	29	398	165	27,045	4	120	215	29,564	214	29,441	123	..
Strulsund	1	29	1	33	151	20,976	16	513	169	21,551	170	21,898	..	347
Memel	..	..	8	358	88	20,762	1	11	97	21,131	90	19,664	1,467	..
Minor Ports ..	6	593	38	872	417	68,868	362	8,829	823	79,162	821	78,426	736	..
Chinese Ports ..	..	..	..	..	9	2,500	..	..	9	2,500	7	2,760	..	260
Total 1865 ..	26	2,927	87	1,958	946	172,927	384	9,496	1,443	187,308	1,441	187,006	302	..
Total 1864 ..	26	3,443	78	1,675	948	172,423	389	9,465	1,441	187,006	..	..	..	..

II.—Trade and Commerce.

Imports.

Goods rated by weight in centals.

Articles.	1864. Countries from which Imported. Great Britain.	1864. Countries from which Imported. Other Countries.	1864. Total.	Totals 1863.	Decrease in 1864.
Coals	1,373,818	..	1,373,818	3,207,966	1,834,148
Iron, pig, old	401,522	..	401,522	808,173	406,651
„ bar, wrought	10,715	27,313	38,028	123,624	85,596
Coarse iron wares	32,393	6,908	39,301	86,186	46,885
Tin and other Metals	17,784	13,092	30,876	59,778	28,902
Soda, Potash	62,901	57,813	120,714	128,676	7,962
Cement	13,227	190	13,417	49,387	35,970
Tar, Asphalte	16,940	8,990	25,930	67,899	41,969
Gums, Rosins	1,118	5,715	6,833	39,652	32,819
Dyewoods and Stuff	2,609	1,365	3,974	71,709	67,735
Seeds	13,664	71,348	85,012	102,647	17,635
Oils	59,531	79,272	138,803	212,899	74,096
Rice	17,863	55,473	73,336	85,575	12,239
Coffee	43,059	50,457	93,516	162,624	69,108
Tea	2,285	6	2,291	2,444	153
Spices	7,871	2,453	10,324	18,292	7,968
Sugar, Molasses	6,128	5,417	11,545	43,783	32,238
Fruit	4,932	4,359	9,291	29,730	20,439
Flax, Hemp	2,072	35,368	37,440	56,349	18,909
Cotton	7,626	..	7,626	94,465	86,839
Yarns	10,079	35	10,114	39,714	29,600
Hair, Hides, Peltry	542	7,692	8,234	15,204	6,970
Tallow, Train Oil, Grease	4,323	58,074	62,397	180,108	117,711
Manufactures	13,488	11,456	24,944	30,007	5,063
Divers	115,985	155,345	271,330	512,363	241,033
Total { Centals	2,242,475	658,141	2,900,616	6,229,254	3,328,638
Total { Tons	110,352	32,387	142,739	306,541	163,802

Liquids, rated in centals, reduced to imperial gallons.

Articles.	1864. Countries from which Imported. Great Britain.	1864. Countries from which Imported. France.	1864. Countries from which Imported. Other Countries.	1864. Total.	Totals 1863.	Decrease in 1864.
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Wine	644	260,110	27,618	288,372	571,381	283,009
Vinegar	..	617	..	617	2,308	1,691
Spirits	22,110	7,502	66,759	96,371	112,330	15,959
Beer	19,680	..	56	19,736	32,104	12,368
Total	42,434	268,229	94,433	405,096	718,123	313,027

Goods variously rated.

Articles.	1864. Countries from which Imported. Great Britain.	Norway.	Other Countries.	Total.	Totals 1863.	Decrease in 1864.
Herrings .. Barrels	101,570	75,044	2,567	179,181	213,623	34,442
Corn .. .. Quarters	..	..	1,705	1,705	2,407	702
Oak Blocks .. Pieces	..	..	..	..	425	425
Millstones .. Number	20	10	46	76	128	52
Bricks .. .. ,,	536,760	..	23,310	560,070	1,398,600	838,530
Live Stock .. Head	19	..	4	23	220	197

Exports.

Goods rated by weight in centals.

Articles.	1864. Countries to which Exported. Great Britain.	Other Countries.	Totals.	Totals 1863.	Being in 1864. Increase.	Decrease.
Zinc	16,449	11,239	27,688	448,299	..	430,611
Cement	..	12,069	12,069	21,340	..	9,271
Seeds, Divers	4,036	2,348	6,384	23,287	..	16,903
,, Oleaginous ..	76,449	163,510	239,959	170,831	69,128	..
Oil, Rape	33,277	3,604	36,881	27,868	9,013	..
,, Divers	1,493	713	2,206	6,331	..	4,125
Flour	44,409	101,095	145,504	185,752	..	40,248
Sugar, Molasses ..	3,688	48,068	51,756	31,697	20,059	..
Coarse Iron Wares ..	3,052	40,998	44,050	67,267	..	23,217
Manufactures	2,547	31,356	33,903	40,644	..	6,741
Divers	9,733	66,820	76,553	173,622	..	96,469
Total { Centals ..	195,133	481,820	676,953	1,196,338	..	519,385
Total { Tons ..	9,603	23,710	33,313	58,872	..	25,559

Liquids, rated in centals, reduced to imperial gallons.

Articles.	1864. Countries to which exported. Great Britain.	France, Spain, Italy.	Other Countries.	Total.	Totals 1863.	Being in 1864. Increase.	Decrease.
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
Spirits ..	72,270	693,781	29,571	795,622	1,186,094	..	1,080,472
Liqueurs, &c.	..	..	1,020	1,020	4,090	..	3,070
Wine ..	..	..	9,441	9,441	39,267	..	29,826
Vinegar ..	..	..	522	522	8,018	..	7,496
Beer.. ..	..	..	6,512	6,512	504	6,008	..
Mineral Water ..	..	..	5,025	5,025	19,865	..	14,840
Total ..	72,270	693,781	52,091	818,142	1,947,838	..	1,129,696

Grain, &c., rated by wispel, reduced to imperial quarters.

Articles.	1864.			Total 1863.	Decrease in 1864.
	Countries to which exported.		Total.		
	Great Britain.	Other Countries.			
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Wheat	199,602	34,355	233,957	353,330	119,373
Rye	7,584	72,576	80,160	138,379	58,219
Barley	79,879	16,675	98,551	199,273	100,719
Oats	..	5,330	5,330	25,149	19,817
Total Corn	287,065	130,936	418,001	716,129	298,128
Vetches	159	18	177	1,492	1,315
Peas, Beans	25,570	5,920	31,490	43,607	12,117
Potatoes	..	9,176	9,176	33,202	24,026
Total ..	312,794	146,050	458,844	794,430	335,586

Timber rated numerically by piece.

Articles.	1864.			Totals 1863.
	Countries to which exported.		Total.	
	Great Britain.	Other Countries.		
	Pieces.	Pieces.	Pieces.	Pieces.
Timber { Fir	87,066	70,133	157,199	157,428
Timber { Oak ..	39,949	19,783	59,732	97,132
Masts	87	90	177	104
Sleepers	10,148	..	10,148	2,909
Boards, Planks ..	29,024	158,413	187,437	322,763
Laths	..	20	20	360
Staves	415,020	16,860	431,880	220,080
Headings	1,740	2,700	4,440	21,980
Spokes	..	30,900	30,900	8,460
Trenels	35,220	13,320	48,540	107,160
Total ..	618,254	312,219	930,473	945,376

Goods variously rated.

Articles.		1864.	1863.
Herrings	barrels	3,113	2,444
Lath wood	cubic fathoms	279	151
Millstones	number	50	55
Bricks	,,	1,260	1,900

Estimated value in dollars, Prussian currency, of imports and exports in 1863 and 1864.

	1863.	1864.	Decrease.
Exports—			
Goods rated by weight, including liquids ..	16,558,831	7,051,183	9,507,648
Corn, &c.	7,972,932	4,138,636	3,834,296
Timber	1,922,948	1,860,249	62,699
Total	26,454,711	13,050,068	13,405,643
Imports	47,022,887	22,658,738	24,364,149
Total	73,477,598	35,708,806	37,768,792

Summary statement of imports and exports in 1863 and 1864.

	1863.	1864.	Decrease.
Imports—			
Goods rated by weight tons	306,541	142,739	163,802
Liquids .. .. gallons	718,123	405,096	313,027
Herrings .. .. barrels	213,623	179,181	34,442
Exports—			
Goods rated by weight tons	58,872	333,313	25,559
Liquids .. .. gallons	1,947,838	818,142	1,129,696
Corn, &c. .. .. quarters	794,430	458,844	335,586
Timber .. .. pieces	945,376	930,473	14,903
Value—	£	£	£
Imports	6,962,915	3,336,256	3,626,659
Exports	3,917,282	1,921,482	1,995,800
Total ..	10,880,197	5,257,738	5,622,459

Trade of Swinemünde.—Swinemünde has no export trade, and the imports are chiefly coals from England; the quantity of coals imported last year being, in consequence of the Danish Blockade, about 68 per cent. less than in 1863.

Imports in 1863 and 1864.

		1863.	1864.
From Great Britain—			
Coals	tons	104,913	33,506
Iron	„	2	200
Divers Articles ..	„	10	4
Wine	gallons	360	135
Spirits	„	100	..
Ale	„	136	..
Oak Blocks	pieces	327	..
From Other Countries—			
Divers Articles ..	tons	10	70
Wine	gallons	..	63

Freights in 1864.—Freights from Stettin to ports on the east coast of Great Britain—Hull, Sunderland, Leith, &c.

	s.	*d.*		*s*	*d.*
Wheat, per Quarter—					
During the period between the blockade (May 12 to June 27)	3	0	to	3	6
August and September	2	6	to	3	3
October and November	2	0	to	3	0
Timber, per load { Fir	13	6	to	17	0
Timber, per load { Oak	15	0	to	24	0

Freights to London—August to December.

Wheat, per quarter	3	0	to	4	0
Oak Staves, per 1,000	£17	0	0		

The freight for coals from the English coal ports to Stettin was in May and June (interval between the two blockades) 12*l.* 10*s.* per keel. After the last blockade, until the close of the navigation, from 10*l.* to 10*l.* 10*s.* per keel; to Swinemünde, from 1*l.* to 1*l* 10*s.* lower.

Exchange.—The average rate of exchange for short-dated bills on London in 1864 was—

	doll.	qr.		doll.	qr.		doll.	qr.		doll.	qr.
January.	6	$21\frac{7}{8}$	April..	6	$22\frac{7}{8}$	July....	6	$23\frac{5}{8}$	October.	6	23
February	6	$22\frac{1}{4}$	May ..	6	$24\frac{1}{4}$	August..	6	$25\frac{1}{4}$	November	6	$24\frac{5}{8}$
March ..	6	$22\frac{1}{8}$	June ..	6	$23\frac{3}{8}$	September	6	$24\frac{7}{8}$	December	6	$23\frac{7}{8}$

Average for the year 6 $23\frac{3}{4}$=£1.

Equivalents of Prussian Weights, Measures, &c.

1 Cental (Centner)	=	110·231172 lbs. Avoirdupois.
1 Wispel of 24 Scheffel	=	4·536 Quarters.
1 Metze	=	0·378 Peck.
1 Quart	=	1·00807 Quart.
1 Dollar (30 Groschen)	=	3 Shillings, or at the average rate of exchange in 1864, 2*s.* 11*d.* ·33.

III.—Agriculture.

Owing to the wet weather that prevailed, with little intermission, during the whole summer, the crops in Pomerania last year were inferior, both in quantity and quality, to the crops in 1863, though the yield of all kinds of agricultural produce, with the exception of potatoes, rape, beetroot, and hay, was above the average of the seven preceding years, as shown by the following statement, compiled from the reports published by the Prussian Board of Agriculture, and in which an average normal crop or yield is indicated by 1.

Average yield of agricultural produce in Pomerania from 1857 to 1864 inclusive :—

Articles.	Average of 7 years 1857–1863 in.	1863.	1864.
Wheat	·96	1·07	·99
Rye	·92	1·09	·94
Barley	·84	·91	·95
Oats	·88	·9	1·01
Peas	·73	·92	·84
Potatoes	·78	1·09	·76
Rape	·85	1·06	·73
Beetroot	·83	·78	·77
Hay	·89	·79	·65
Flax	·79	·92	·97
Wool	·92	1·03	1·04
Tobacco	..	1·1	·87

Average prices of corn in Pomerania, reduced from an official return, the averages taken from the average prices at nineteen market towns:—

Articles.	Average at Martinmas (Nov. 11), 1864.		Decimal average at Martinmas, 1855–1864 incl.	
	Per Wispel.	Per Quarter.	Per Wispel.	Per Quarter.
	doll. gr.	*s.* *d.*	doll. gr.	*s.* *d.*
Wheat	50 12	33 3¾	70 17	46 7¾
Rye	34 16	22 10	46 28	31 0½
Barley	29 12	19 5½	36 8	23 11½
Oats	21 18	14 3¼	25 14	16 10

Market Price of Corn, &c., at Stettin in 1864.

Articles.	1st Quarter.		2nd Quarter.		3rd Quarter.		4th Quarter.		Year.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* d.	*s.* *d.*	*s.* *d.*
Wheat	28 $9\frac{3}{4}$	36 8	29 $11\frac{1}{2}$	38 $5\frac{1}{2}$	25 $10\frac{1}{4}$	38 $9\frac{1}{4}$	27 $1\frac{3}{4}$	36 $2\frac{1}{4}$	25 $10\frac{1}{2}$	38 $9\frac{1}{2}$
Rye	17 8	30 $9\frac{1}{4}$	18 $10\frac{3}{4}$	24 9	18 $8\frac{3}{4}$	24 $6\frac{1}{2}$	18 1	23 3	17 8	30 $9\frac{1}{2}$
Barley	15 $8\frac{1}{2}$	20 $11\frac{1}{2}$	16 $11\frac{1}{4}$	21 6	16 $9\frac{1}{2}$	21 $11\frac{1}{2}$	15 6	21 4	15 6	21 $11\frac{1}{2}$
Oats	12 $5\frac{1}{4}$	16 $4\frac{1}{2}$	13 $0\frac{1}{4}$	18 3	11 $7\frac{1}{2}$	18 1	11 $7\frac{1}{2}$	16 $9\frac{1}{2}$	11 $7\frac{1}{2}$	18 3
Peas	19 $7\frac{3}{4}$	26 $2\frac{1}{4}$	20 $10\frac{1}{4}$	28 $0\frac{1}{4}$	23 3	31 0	23 3	29 $8\frac{3}{4}$	19 $7\frac{3}{4}$	31 0
Potatoes	7 4	8 $4\frac{1}{2}$	7 $3\frac{1}{2}$	14 4	6 $5\frac{1}{2}$	20 8	6 $5\frac{1}{2}$	10 4	6 $5\frac{1}{2}$	20 8

IV.—Population and Industries.

Population of Stettin according to the last Prussian census of December 3, 1864.

Town of Stettin	Civil	65,053	
	Military	5,836	
			70,889
Adjacent villages within the Stettin Police District ..			16,982
Total			87,871

All the industrial establishments mentioned in my former reports are still carried on, and most of them seem last year to have done a fair amount of business.

Another fine steamer, of about 500 tons burden, was built at the Vulcan Iron Works, for the Austrian Lloyds; and this establishment also turned out some very good locomotives.

The manufactories of Portland cement continue to realize considerable profits, and have almost driven English cement out of the market. The importation of Portland cement from England amounted in 1857—previous to the establishment of the Stettin cement manufactories—to 23,990 barrels; since which, viz., during the last seven years, 1858 to 1864 inclusive, only 43,451 barrels have been imported from England, being an annual average importation of 6,207 barrels.

Under the head of *Public Works* there is nothing to record since my last report.

Stettin, March 8, 1865.

SPAIN.

ALICANTE.

Report by Colonel Barrie on the Trade of Alicante for the Year 1864.

Shipping and Navigation.—Compared with the year 1863, the following are the statistics :—

	Ships.	Tons.	Imports.	Exports.
			£	£
British Shipping in 1863	189	38,666	145,710	91,657
„ „ 1864	163	36,199	261,830	103,256
Foreign Shipping in 1863.. ..	343	58,453	182,025	72,149
„ „ 1864.. ..	348	68,929	529,722	104,632
Spanish Shipping in 1863.. ..	623	155,883	Unknown	Unknown
„ „ 1864.. ..	558	142,094	Ditto	Ditto

As in last year, the number of British vessels, and value of importations at this port, have suffered diminution, in consequence of the greater quantity of railway material brought from Belgium and France. The excess in the value of exportations, in both British and foreign vessels, has been chiefly caused by the augmented shipment of exports for England, amounting in 1864 to 9,000 tons.

The trade in general merchandize continues to be carried on in Spanish vessels, to avoid the differential duties, and all goods for Madrid are forwarded from the mole in sealed waggons, to be there examined, and the duties imposed. I have no means of ascertaining the value of such goods, nor of those despatched at this custom-house, but from a note kindly furnished to me, the duties received here amounted during the past year to 132,556*l.* ; and those on railway material, which are not exacted, would have amounted to 423,094*l.* It is calculated that the goods landed here, in transit for Madrid, may amount to about two-fifths of those dispatched at this custom-house.

The works for deepening the harbour, and erecting a counter mole, have been slowly continued. The latter has been carried out 250 metres, and it is intended to be prolonged about the same distance. The depth of water at the outer entrance of the mole is 6·40 metres, and gradually diminishes to 3·90 at the inner entrance.

In the month of November last an extraordinary inundation took place in the province of Valencia, in consequence of the heavy rains, which caused the River Incar to overflow its banks, partially destroying the town of Alcira, and several others, with considerable loss of human life, and especially of cattle, besides inflicting immense injury on the lands in the vallies through which the river passes. The losses sustained have been calculated at upwards of 400,000*l.* Large subscriptions have been made all over the country, to alleviate the distress of the inhabitants, and a commission of engineers has been appointed by the Government to study the works necessary to prevent similar inundations.

At the port of Valencia the imports in 143 British vessels amounted to 120,900*l.*, consisting chiefly of iron, coals, machinery, cement, and guano. The exports to 66,239*l.*, principally in oranges, figs, and onions. At Denia and Javea the imports were 4,820*l.*, in timber and fuel, and the exports 179,544*l.*, in raisins, almonds, &c.

Alicante, March 1, 1865.

BALEARIC ISLES.

Report by Mr. Consul Considine on the Trade of the Balearic Isles for the Year 1864.

Shipping and Navigation.—The amount of British tonnage entering the port of Palma in 1864 increased by 1,108 tons over that of the previous year, the number of British vessels arriving here in 1863 being 19, of 2,674 tonnage, and in the year 1864, 30, of 3,783; this increase, however, does not materially affect the quantity of British coals imported, but shows a falling off of foreign vessels engaged in the coal trade during that year with Palma, coal being the only article, with rare exceptions, imported direct from Great Britain.

During past year a dredging machine, with its attendant steamer, has been constantly kept cleansing the port, and necessarily consumed a proportionate quantity of the coals imported.

No change appears in the ports of the Consulate, notice having been given at the proper time of the new lighthouse at the entrance to the port of Soller.

Only one British cargo appears to have entered Port Mahon, Minorca, during the entire year of 1864 for delivery there.

Trade and Commerce.—The general trade of Palma presents no feature of any importance in past year.

The coasting trade importation, which by the existing laws is limited to native shipping, may be given in the following round numbers:—

Importation, 700,000,000 reales vellon worth, equal to 700,000*l.* sterling.

The exportation, 40,000,000 reales vellon worth, equal to 400,000*l.* sterling.

That of the general trade may be taken, in exportation to Cuba, 27,000,000 reales vellon worth, or 270,000*l.* sterling.

That to foreign countries, 3,000,000 reales vellon, or 30,000*l.* sterling worth.

The above numbers are merely calculated approximatively, and can only be received as gross average amounts; exact returns cannot be had, owing to the alleged quantities of goods that pass surreptitiously, without being declared at the custom-house.

The most important local feature to be remarked in Palma, under the above heading, is the formation of a provincial bank, with a paid up capital of 40,000*l.* sterling, established under royal decree, and directed by a most able and intelligent manager, Don Juan Sureda Villalouga, to whose indefatigable exertions this establishment (which has already proved of the greatest benefit to Palma) owes its foundation. The many suspensions during the late commercial crisis caused bills to a large amount to be returned here protested, those bills having been accepted by British firms in payment of coals delivered here. The bank just founded offers in this respect complete security.

Agriculture.—The cereal crops of past year, 1864, have been shorter than usual, on account of the long drought experienced in the spring and summer; the olive crop has been nearly an average one, as also the wine, the quality of which is considered good; the almond crop was also a good average one, that of oranges (beginning to ripen) being somewhat less than previous year.

Public Works.—The only public works of any note carried on in Majorca are those opened for the drainage of the Albufera, near Alcudia, to the north of the island, undertaken by a London company on their own account, referred to in a previous report, and which proceed, employing native labourers.

Respecting the projected railways for Majorca, and which received the royal assent, nothing more appears to be thought on the subject. The matter in any case would be a most doubtful affair, as to shareholders chances of profits, the island being of too trifling an extent and commercial importance, in its present state, to admit of such an undertaking with any likelihood of success.

Palma, Majorca, January 12, 1865.

BARCELONA.

Report by Mr. Consul Baker on the Trade of Barcelona for the Year 1864.

My remarks on the trade and shipping of this Consular District for the past year must necessarily be extremely concise, inasmuch as the late year has been equally unfavuorable for this District and others in Spain, and likewise because the Tables appended to this Report show at one glance the results obtained in 1864 on comparison with 1863.

The total number, tonnage, and cargo values of British shipping (Tables A and B) have diminished very considerably both at Barcelona and at the subordinate ports under my superintendence, indeed this result might have been predicted, considering the stagnation of all enterprise during the past year and the total absence of any encouragement to public or private undertakings.

Table C shows, however, that the foreign vessels engaged in bringing to this port British produce have increased in every respect, in their numbers, their tonnage, and the value of their cargoes; but the increase obtained by this indirect accession does not compensate by much the great reduction suffered by the importation of British produce in British ships.

The general trade of 1864, Spanish and Foreign (British shipping excluded), as shown by Table D, evinces the constant adverse result of previous years inasmuch as the values imported into Spain from foreign countries greatly exceed the values exported from it, whereby the serious differences to be provided for necessarily cause a large extraction of bullion, already very scarce, but likely to be more so, as the drain has increased rapidly during the present month, and the quantity of French money to be found and collected for this purpose in Spain being no longer sufficient to meet the requirements of exportation, Spanish gold coin is being taken up and transmitted to France from here and other ports.

I send in Table E a return of the bales of cotton imported during 1864, showing the channels through which they have reached Barcelona, and it is visible by it that the importation was considerably lower than that of 1863, the reduction being as much as one-fifth of last year's introduction. Thus the cotton mills have with extreme difficulty struggled through the year, several of them have been working at a positive loss, and most merely cover their expenses; indeed it is conjectured that another year like 1864 must bring them all to a complete standstill.

The works on the railway between this city and Tarragona may be declared to be concluded and the line is to be opened throughout in the course of next month; those of the line between Gerona and the French frontier are advancing, though slowly and scantily as yet, owing to local obstructions, official indecision, and financial difficulties; and those on the line to the coal pits of San Juan-de-las-Abadessas are carried on with greater zeal and activity. However, such is the general depression of all commercial pursuits in this district that serious difficulties occur at every moment, and contractors and managers find their good intentions and laudable efforts constantly impeded and obstructed; indeed under the very unfavorable impression prevailing at this particular moment from

the state of political matters in Madrid, whereby prices of all kinds of stock and shares have gradually sunk lower and lower, it will be extremely difficult, perhaps impossible, to avoid very shortly a partial or even a total stoppage of such useful undertakings.

I need hardly add that no new companies of any description have been introduced here during the year 1864, and that the profits realized by those in existence have been very limited.

A.—RETURN of British Shipping at the Port of Barcelona from the Year 1860 to 1864 inclusive.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1860	170	37,793	382,560	171	37,176	..
1861	133	34,785	308,605	131	34,310	..
1862	150	40,992	96,720	147	38,770	..
1863	185	40,620	107,615	180	39,450	..
1864	104	27,015	83,870	105	28,110	..

B.—RETURN of British Shipping at the Ports of Tarragona, Mataro, Palamot, and Villanueva from the Year 1860 to 1864 inclusive.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1860	53	8,271	6,260	53	7,973	41,007
1861	72	9,641	22,700	57	7,472	75,410
1862	68	10,245	32,784	80	11,299	49,000
1863	101	14,921	119,700	91	14,481	78,010
1864	50	8,187	24,350	49	8,045	49,800

C.—RETURN of Foreign Vessels arrived from British Ports, with British Produce, Coals, Coke, Iron, Railway Materials, &c., during the Year 1864.

	Vessels.	Tons.	Tons of Cargo, and Value in Pounds Sterling at £1 per Ton.
French..	10	2,415	3,255
Swedish and Norwegian ..	22	7,455	10,845
Prussian	103	38,585	60,970
Dutch	12	1,460	2,050
Delgian	4	645	1,200
Manish..	6	915	1,155
Brecklenburg, Hanover, and Oldenburgh..	11	2,155	3,210
Russian	8	3,035	4,850
Austrian	4	1,515	2,020
Greek	2	530	780
Italian..	8	2,335	2,930
Total	196	61,045	93,265

D.—Return of the Spanish and Foreign (non-British) Shipping within the District of Barcelona from the Year 1860 to 1864 inclusive.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1860	3,010	417,725	5,065,945	2,690	383,000	1,534,340
1861	5,475	586,285	7,494,496	5,405	514,200	2,417,975
1862	5,333	564,939	6,815,000	5,156	499,963	2,055,120
1863	5,540	554,271	6,434,625	5,377	504,070	2,363,000
1864	3,469	526,762	5,824,040	3,390	508,218	3,112,120

E.—Return of the Bales of Cotton imported into the Port of Barcelona during the Year 1864.

	Bales.
From France, viâ Marseilles and Cette	35,175
The Brazils, direct	22,710
England, viâ Liverpool and London	16,590
The Spanish Colonies of Cuba and Porto Rico	9,870
Mexico, Matamoras, and Nassau	3,755
Levant, viâ Genoa, Malta, and Alexandria ..	870
Total	88,970

Barcelona, January 28, 1865.

CADIZ.

Report by Mr. Cousul Dunlop, on the Trade and Commerce of Cadiz and Andalusia.

The commerce of Cadiz, and the commercial position of the southern provinces, depend so much at present on the financial state of Spain, that a few introductory remarks upon the monetary condition of the country may tend to elucidate this report.

Spain is suffering at this moment from the effects of a financial crisis, but especially from a scarcity of specie; it is heard of on all sides. The premium on gold and silver, the difficulty there is in getting bank notes taken in payment or exchanged, and the dullness of trade, are all proofs of it; and this scarcity of the circulating medium has become so serious that it has aggravated the general embarassment brought about by over speculation, but much more by the entire absence of credit enjoyed abroad by the Spanish Government.

The unbalanced state of the exterior commerce of the country, the great excess in the value of imports over exports, has also turned the exchange against Spain to such an extent, that it has occasioned a heavy drain on her specie resources. But, I believe that the crisis, though serious, has not been, and is not, so dangerous or desperate, as many persons profess to believe. The following facts will show why I think this, and why a remedy appears to me possible, and within reach of the Spanish Government, if they will only be careful and honest.

1st. The revenue of Spain has largely increased during the last few years, and continues even now to progress. In 1822 (when the large English loans were made to Spain upon which the payment of interest which accrued from 1841 to 1851, is still in dispute, "Spanish certificate question,") the total revenue of the country was only about 6,000,000*l.* sterling.

In 1850 the revenue actually received was	£12,722,200
In 1855 „ „ „	14,914,979
In 1860* „ „ „	18,920,000
To which sum should be added "extraordinary" revenue derived from sale of national property	3,039,247
In 1864–5 the estimated revenue is	26,275,932
Which sum includes 4,733,736*l.* derived from recent sales of national property, "extraordinary" revenue.	

The above figures are calculated, for convenience, at 100 reals to 1*l.* sterling.

2nd. The total amount of "deficits" during the last twenty years in Spain have accumulated and form now a floating debt of, say 10,500,000*l.* sterling, as follows:—

Total of accumulated deficits previous to 1849			£1,082,097
Ditto	ditto	from 1850 to 1859	3,513,745
Ditto	ditto	ditto 1859 to June 30, 1864 ..	5,900,000
		Total	£10,495,842

During the whole of this period (up to July, 1864) only one foreign loan for 3,000,000*l.* sterling has been negotiated.

3rd. The total capital amount of the public debt of Spain on the 6th December, 1864, was 146,541,760*l.* sterling (much of it bearing a very

* I have given an explanatory statement respecting the revenues of 1860 in Table No. 5.

low interest, and some none at all), and the total annual interest thereon, is only 3,809,799*l.* sterling. Of the aforesaid capital the sum of 7,652,720*l.* represents bonds issued by the Government in payment of subventions to railway companies; and 2,722,590*l.* represents bonds ("obligaçiones de carretèras") given in payment for common roads, canals, and other public works, whilst the sum of 17,737,068*l.* sterling represents the amount of stock created, and given to the civil, ecclesiastical, and charitable corporations in exchange for their property, sold under the law of "Desamortizaçion."

With regard to the railway subventions, it may be here mentioned that all the principal railways have been conceded to private individuals or companies with large subventions. These concessions, when a "subvention" is attached to them, are given by public adjudications. Any one who has made the stipulated deposit of "caution money," may apply for a concession; they do so in sealed tenders, which are opened and read in public on the day of adjudication, and whoever offers to make the railway with the lowest subvention, becomes legally entitled to the concession.

The subventions are paid by instalments during the construction of the work, in bonds bearing 6 per cent. interest, at their market value of the day.

The common roads are constructed by the Government, the funds being obtained by the issue of another class of 6 per cent. bonds, the "obligaçiones de carretèras" aforesaid.

By the law of "Desamortizaçion passed in 1855, the Government is authorised to sell all the public property possessed or held in mortmain, by a variety of different corporations. The sales are by auction to the highest bidder, and the purchase-money is payable by instalments extending in some cases over ten, in others over fourteen years. On the sale being completed, the purchaser gives promissory notes for all the several instalments, and these are guaranteed by the property he has bought. The Government receives the purchase-money, and gives the corporation equivalent sums in 3 per cent. consolidated stock.

5th. Caja de Depositos or State Savings Bank, contained on the 31st August, 1864, the sum of 16,842,815*l.* sterling, whilst on the 30th January, 1865, it contained only 15,330,000*l.* This money is treated by the Government as the floating debt of the country, and the monetary crisis having occasioned a withdrawal of 1,512,815*l.* during the months of September, October, November, December, and the first half of (last) January, this has been one of the main causes of the embarrassments of the Treasury at this moment.

These data (all of which are from official sources) seem to establish the following facts :—

1st. That the revenue of Spain has, of late years, increased largely, and continues to do so.

2nd. (And this is of the very greatest import). That the accumulated excess of expenditure over income (or deficits), during more than twenty years, does not equal many a single year's "deficit" in some other countries, such for instance as Austria, France, Italy.

3rd. That with constantly increasing revenue, which is already upwards of 26,000,000*l.* sterling, and with so small an annual charge as 3,809,799*l.* sterling required for payment of interest on her public debt, Spain, if she had credit abroad, and could apply for loans in London or Paris, might quite prudently and safely raise fifteen or twenty millions sterling, with which she would be enabled to pay off her floating debt, returning the 15,330,000*l.* sterling of deposits to the savings banks, (as the Government proposes), and paying also a variety of smaller sums of money

which are due by the Government all over the country; and some of which in this part of Andalusia are not inconsiderable, and help to increase the scarity of the precious metals in Cadiz. It is said, that the "Court" owes six or seven millions of dollars to numerous creditors, and the democratic party often make this a cause of complaint against the dynasty.

The necessity for a "loan" is thus felt by all classes in Spain, and it has recently become evident that it must be a foreign one. In June last year, the Cortes passed an Act authorising the Government to raise 1,900 millions of reals (or nearly twenty millions sterling), partly by an issue of 3 per cent. stock, partly by the creation of 6 per cent. "mortgage notes" guaranteed by the (aforesaid) promissory notes of the purchasers of national property; but, owing to the depression in their funds immediately afterwards, and to the usual unwillingness of the Spanish public to subscribe for any such purpose, the plan failed. The capitalists in the provinces distrusted (not without cause) the management of their money in Madrid, and none of the "mortgage notes" were taken up in Andalusia. Now the present Finance Minister is discussing (15th February) with the Cortes the subject of a forced loan—a most hazardous expedient in Spain. Some people say (who ought to know) that if this measure be voted by the Cortes it will not be enforced, and that the chief object of the minister in proposing it is to obtain by this means more freedom of action for treating the broad question of a settlement—a fair and honest one, it is to be hoped—with the foreign creditors of Spain, and a large loan eventually thereafter in London or Paris. If, therefore, her necessities drive Spain into the path of honesty, and a respectable settlement ensue, it will certainly re-establish the general finances of the country on a more favourable footing than of late, or during the last thirty years.

The immediate cause of the present straits of the Madrid Government are summed up in a very few words:—1st, For many years past the income had so nearly equalled the expenditure that the Government has allowed the balances to accumulate until at length the whole of the capital deposited in the savings' bank had been absorbed. Two or three years ago these deposits amounted to about nineteen millions sterling. The Government had acquired the bad habit of drawing upon this convenient fund, and increasing the amount so obtained year after year. But latterly, owing to the large profits offered by numerous credit and banking companies, and also to some other causes, the deposits have been gradually withdrawn; and thereby not only has the Government been prevented from its usual habit of yearly increasing the amount of the floating debt, but they have been obliged to refund nearly four millions sterling of what might be regarded as the cash balances for their current expenses. This was unforeseen, and is consequently all the more felt.

2nd. The war in St. Domingo, and the quarrel with Peru, have cost several (I dare to say six) millions sterling, one way and another. These expenses have occasioned a drain upon the Treasury which was totally unprovided for.

The whole question, therefore, seems to turn upon the country regaining her credit abroad, by an equitable and liberal arrangement with her foreign creditors, and thus opening the London and continental exchanges to Spanish securities; but it is right to add that many Spaniards take very gloomy views of present affairs, in spite of their hopes.

The generally unsatisfactory state of commercial affairs in Spain (and especially in Andalusia) is, I think, due principally to her extravagantly high protective tariff, and the restrictions of the most antiquated and ridiculous nature, which fetter trade, and even intercourse (Catalonia alone reaping much real and tangible advantage from the tariff); but also due to the ignorant way in which an undue number of public companies

have, during the last few years, been established. Banking and credit companies have been formed, which have discounted an excess of paper, besides the taking up business which they did not properly understand, or wasting their resources and credit by giving excessive facilities, and excessive advances to their own directors. This has been peculiarly the case with the Bank of Cadiz—the notes of which are now at a discount—and against which I have cautioned the British community in this neighbourhood.

The example of these mismanaged concerns has been followed by private bankers in numerous instances; indeed, throughout Spain there is a great lack of mercantile and industrial knowledge, or acquaintance with the ordinary habits and rules of business. Bankers and mercantile men have taken their cue from the officials, and thus all have greatly suffered.

The railway interest throughout Spain is also complaining; shareholders have in many instances been ruined, and dividends have been few and far between; but this is due to a different cause, which may to a certain extent be remedied if the Government settles with the foreign creditors, and succeeds in opening the Stock Exchange to Spanish securities. The London Stock Exchange has been shut against them ever since 1851, and the Paris Bourse since 1862. All the principal railway concessions have gone into French hands. At first the French companies found no difficulty in placing their capitals, but latterly Spanish railway shares have been everywhere unsaleable. It then became necessary to raise money (for expenses, &c.) solely upon debentures, with a guaranteed interest of six or seven per cent. Unfortunately, however, the Spanish law allows railway companies to issue an almost unlimited capital, half in shares (or subvention), and half in debentures; and an extraordinary system has been extensively adopted of regarding the share capital as of a merely nominal value, which required to be fixed at a sufficiently high figure to allow of the railways being in reality constructed out of the proceeds of the sale of debentures and Government subvention.

In this way the shares of a great many of the Spanish railway companies are in reality little more than so much waste paper, and the debentures have scarcely any guarantee; and if so be that the London Stock Exchange is again opened to Spanish securities, it is well to warn the English public against any hasty investment in such railway shares, for they may be probably offered largely to English investors or contractors, at prices exceedingly low, and apparently remunerative, though such prices exceed their real value.

One instance, taken from this province of Spain, may suffice to show the danger of such investments. The Cadiz and Seville Railway Company has a nominal capital equal to upwards of 30,000*l.* sterling per mile, and nearly one half of this—say 15,000*l.* sterling per mile, is represented by debentures bearing 6 per cent. interest. By the side of that railway is the Utrera and Moron and Ossuna line, belonging to an English company of respectability and position. It is more expensively and better constructed, and runs throughout along a more expensive and costly country, and yet the total capital is only equal to 10,000*l.* sterling per mile. I beg leave to call special attention to this fact, as the railway has been constructed English fashion. It would be necessary, therefore, for the Cadiz and Seville Railway, in order to pay interest on its debentures alone, that its net profit should be half as much again per mile of road, as that on the Utrera-Ossuna lines; but railway companies generally reckon that the net profit is only about half the gross receipts, and these consequently must be three times as much as on the Moron line, for the purpose solely of paying the interest on the guaranteed debentures of the

said Spanish line ; and so it would require six times as much traffic per mile to pay on its share capital as well.

In other words, the erroneous Spanish system of creating a nominal capital in shares, in order to acquire the legal right to issue a sufficient number of debentures with which to build the railway, and the false system (false everywhere) of paying interest on the shares during the time of construction at the rate of six per cent. per annum, out of capital, has, in the case of the Cadiz company, obliged them to create a capital three times as large as would have been really required, if the exchanges of London and Paris, &c., had allowed of Spanish shares being bought and sold there. There are many railways in Spain which eventually will be largely remunerative, but if the London Stock Exchange should ever be thrown open to such investments, the English public ought to be very careful in selecting the schemes they may interest themselves in, and in examining the amount of capital nominally employed in the works, so as to be able to form a prudent estimate of the probable returns to the share or bondholders, because, with the system I have described, it naturally follows that these are, in many cases, totally insufficient to allow of dividends being paid, and yet the complaints of railway shareholders in Spain at this moment owe their origin almost entirely to this cause alone. I may add, on this head, that the Cadiz and Seville lines (first a Spanish, and now a French company) are said to be in "uncomfortable circumstances," and most certainly the road is in want of many repairs and alterations.

I attribute the increase in the wealth of Spain during the last twelve or fifteen years very much to the construction of roads and railways; although, in part, to the comparative peace the country has enjoyed, and in part, also, to the law of "Desamortzaçion ;" for the exterior and foreign commerce of Spain is still wonderfully insignificant, comparatively speaking.

Since the conclusion of the civil war the Government has constructed upwards of 10,000 miles English of turnpike roads (besides what has been done throughout the Biscayan provinces, where the roads have been chiefly or altogether made by the local authorities, with local funds) ; and in the course of the last thirteen or fourteen years—from 1851 up to the end of 1864—about 3.000 miles of railways have been built and opened to traffic by private enterprise, assisted, of course, as aforesaid, by the large subventions from the Government.

By these means the interchange of products in the interior of the country has been very greatly facilitated—especially so, I am informed, in this province—the value of land has been raised, wages, as well as agricultural produce, have risen in value, mining districts have been opened up (in this neighbourhood those of Huelva, Cordova, and Malaga testify to what I say) ; additional land has been brought into cultivation, money has circulated and been turned over with more profit, and the working classes were never so well off as during the last three or four years.

It is however remarkable that the exterior commerce of Spain is still of very small importance, and makes little progress. With an enormously high tariff, the revenue derived from the customs is less than 2,500,000*l.* sterling per annum. The following statistics are, I believe, the latest published, and are interesting (the 100 reals are calculated as 1*l.* sterling) :—

Year.	Total Amount of Commerce.		Commerce with England.		Importations of		Commerce with Gibraltar.	
	Imports..	Exports.	Imports.	Exports.	Coal.	Iron.	Imports.	Exports.
	£	£	£	£	£	£	£	£
1858	15,045,580	9,713,598	3,343,647	1,964,933	327,140	..	629,292	195,510
1860	14,833,135	10,982,034	3,711,078	3,207,634	..	356,105	727,693	135,607
1861	17,759,886	12,695,004	5,638,260	3,748,624	346,286	384,893	878,661	431,113
1862	14,647,686	11,105,323	4,198,425	3,086,209	349,653	384,426	468,075	385,946

Year.	Amount of Customs Duty levied on Total Amount of Commerce.		Amount of Customs Duties levied on Commerce with England.		Amount of Customs Duties paid on		Gibraltar, Duty paid on Imports from.	Rails, Rolling Stock, &c., for Railways and Public Works, the Duty of which is afterwards paid back to the Companies.	
	Imports.	Exports.	Imports.	Exports.	Coal.	Iron.		Value.	Duty.
	£	£	£	£	£	£	£	£	£
1858	2,640,641	..	Not	published.	..	..	..	..	..
1860	2,208,298	4,349	..	..	118,986	153,026	Not published.	..	..
1861	2,467,977	3,310	652,267	331	125,223	157,753	189,282	2,446,051	967,008
1862	2,412,544	5,808	570,045	1,096	122,732	155,441	184,240	2,145,441	891,372

These figures present a curious result to the British free-trader; but the Finance Minister stated recently at Madrid, in the Cortes, that it would be useless to lower the duties on imports, owing to the impossibility of increasing the exports, until the agricultural produce of the country should be largely augmented by works of irrigation. This involves the whole question of free trade.

The duties charged by the present Spanish tariff upon cotton manufactures are so high as to prevent any legitimate trade in coarse and common (ordinary grey shirtings') cloth. It is difficult to come at the exact duty which would be charged; this depends on the number of the threads (warp and woof) in a square inch, and also on the weight of the cloth, after discovering the threads; but on ordinary Manchester cotton cloth the duty would be probably from 150 to 350 per cent. on the value in England, which of course constitutes prohibition. As instances of the extravagant nature and principle of the tariff, I may mention the duty to be levied henceforward on a few of the things required to be imported from England for railway purposes:—

	Amount of Duty.
Waggons, costing in England from 90*l.* to 100*l.* each, pay each	£120 0 0
Iron girders, for bridges, pay per ton	16 16 0
Coal and coke, per ton	0 6 6
Sleepers, each	0 2 0
Rails (value 7*l.* 10*s.* per ton) pay per ton	9 2 6
Carriages 30 per cent. ad valorem	

It is true that the Government indemnifies the railway companies for the amount of duty (in whole or part), so that the payment of it will not be absolutely a tax on them; but the figures are none the less astounding as instances of a tariff almost prohibitive; and they show also what a fair field the Spanish nation has before it, when once it does begin to see restrictions on commerce in their proper light, and when once the Spaniards turn their attention to the development of their exterior trade with foreign countries. No doubt a loan for fifteen or twenty millions sterling made in England or France (after honestly settling the old debts) would, for a time, make money abundant throughout the country; it would turn the exchange once more in favour of Spain, and tend to bring back some of the specie which has been exported; but a careful and liberal revision of the tariff, and the consequent and certain extension of their commerce, would probably have a more beneficial and more lasting effect.

Some of the following facts bear upon the peculiar results of the present Spanish tariff:—During the ten months ended 31st October, 1864, the small neighbouring kingdom of Portugal (where customs' duties are more moderate) imported from Great Britain the large quantity of 28,807,201 yards of cotton manufacture, of a declared value of 778,975*l.* sterling; whilst not one yard is declared as being taken by Spain; but during the same ten months Gibraltar imported from Britain 14,497,017 yards of cotton manufactures, of a declared value of 384,883*l.* sterling, the most of which, I make bold to say, found their way into Andalusia, somehow or other.

During the same ten months Spain and the Canaries imported from Britain 11,591,593 lbs. of linen yarn, of a declared value of 798,926*l.* sterling, and Gibraltar imported 2,897,381 lbs., of a declared value of 166,566*l.* sterling. During the same ten months linen manufactured piece goods were imported into Spain from Britain amounting to 2,029,267 yards, of a declared value of 99,635*l.*; and into Cuba, 14,736,321 yards, of a declared value of 586,606*l.* sterling.

Scarcely any woollen and worsted manufactures are legally imported into Spain from Britain, excepting in the shape of carpets and druggets.

In 1863 (first ten months) 184,322 yards were imported, of a declared value of 23,458*l.* sterling; and in the corresponding months of 1864 203,305 yards, of a declared value of 28,352*l.* sterling.

During the first ten months of 1863 Spain imported railroad iron from Britain amounting to 52,680 tons, of a declared value of 284,592*l.* sterling; and in the corresponding months of 1864, only 24,173 tons, of a declared value of 194,312*l.* sterling.

During the six months ended 30th June, 1863, and 1864, the declared value of total British exports (from United Kingdom) for Spain are as follows:—

	1863.	1864.
Into Spain	£1,825,000	£1,625,277
„ Canaries	40,424	69,963
„ Cuba and Porto Rico	883,466	1,133,678
To Gibraltar, during same 6 months ..	567,073	598,643

Considering the size and the requirements of Spain, all these are very small figures, and represent a commerce still comparatively paltry, fettered, and limited, though gradually and greatly increased since about 1842.

During the eleven months ended 30th November 1863 and 30th November 1864, the computed real value of total of gold and silver bullion and specie imported into Spain from Great Britain, and also that amount exported from Spain to Great Britain are as follows:—

	1863.	1864.
Imports into Spain from Britain (11 months)..	£1,058,826	£1,412,724
Exports from Spain to Britain (11 months) ..	8,598	17,053

After receiving Mr. Hammond's circular despatch, dated 14th October last, I frequently took opportunities of conversing on the general subject of a more liberal tariff in this country with many of the principal merchants in this district. It may be here noticed that the largest English interests hereabouts are those connected with the Jères wine trade; and several British subjects in that business are reputed wealthy, and do a large and lucrative export commerce, but in general they abstain from occupying themselves in examining the doctrines of Free Trade, or in trying to extend a knowledge of its principles, or a perception of its advantages into Spain. They seem to confine themselves entirely to their own special traffic. Nor are they as a body of merchants influential in Andalusia, which has surprised me, considering how much Spanish produce they have sent to England, and paid honestly for, year after year, for such a length of time. I mention this merely as a curious fact, since in most other countries wherever settled the English merchants are generally an influential corporation, associated together by common interests, and giving attention to whatever may be of general advantage to the commerce of Great Britain.

All strangers and all Protestants remain and reside in Spain at a social disadvantage, and labour under disabilities, direct or indirect; and though property may be acquired and held securely by foreigners in Spain, yet the fact that most British subjects now in Spain are the children or descendants of Protestants, but are Roman Catholics, sufficiently proves the disadvantage I assert.

I hope, however, that the principles of legitimate free trade, and more enlightened views on its reciprocating benefits, are spreading in Spain. In Cadiz they prevail more, perhaps, than in any other part o the country—*i.e.*, they are held indiscriminately by partizans both o the Moderado and the Progresista parties, and the Andalusian newsp pers decry the evils of protection and high tariffs. In Catalonia such

doctrines are held principally by the extreme Democratic party, and somewhat identified with their political projects. Throughout Andalusia everybody (except the iron-masters near Malaga) would be greatly benefited by free trade; therefore, the Andalusians desire what would obviously do them great personal good. They recognize the advantages which would ensue to themselves. But in Catalonia, where the manufacturing and industrial interests prevail, the cotton-spinners and weavers would be all injured (if not ruined) were their present protection abolished. They thus fight for their lives, so that the Spanish opposition to free trade—*i.e.*, the defenders of protection—are well organized and drilled, and systematically pull well together; whereas, till now, the advocates for a liberal tariff are not organized: talk a great deal and do very little.

The navigation laws of Spain, which still exist in vigour, are stringent and protective. Goods imported under the Spanish flag are subjected to a duty much more moderate than in foreign bottoms; but there are so many counter-charges, which come upon the Spanish shipowner in the shape of "gabelles," license-dues, &c. (as a sort of balance-weight for his protection), that it is not improbable that he would almost prefer that the navigation laws did not encumber him with their nominal and awkward benefits.

Yet the navigation laws are so much a portion of the creed and *môt d'ordre* as well of the regular Andalusian shipowner as of the Catalonian protected manufacturer; and protection was for so long so universally and thoroughly believed in throughout Spain that the unsteady and shifting Spanish ministries are naturally unwilling, each and all of them, to peril their respective durations by trying to alter or improve the navigation laws.

It must be remembered also that in Spain protection to national trade and industry owes its continued existence and vitality somewhat to the Spanish character and the inbred vanity of the mass of uninstructed Spaniards, and their self-satisfied ignorance of the rest of Europe. They ever think and talk much of the accidental grandeur of old Spain and her colonies in years gone by, and dwell on and exaggerate the past, turning their eyes too much from their present weakness, and from the unpleasant prospect of things as they are. The inclination and bias of most Spaniards is to hope and believe that the future will be to them as the old days, bringing back golden prosperity, conquest, and influence abroad, with rule over Peru and the Indies.

Thus the weakness of all Spanish Governments of late years; and their sense of being weak amidst the net-work of intrigues perpetually surrounding them at Madrid, is a cause of great evil in Spain. A strong and hard-handed Government is often wanted in Spain (especially in Andalusia), and could do much good which is not at present done.

Cadiz is peculiarly well situated for foreign commerce. The port is accessible from the sea, is large and sheltered, and there is no bar. The harbour is about nine miles long (from Rota to Carràca), and three miles across from Cadiz to Port St. Mary's or to Port Royal. Railways already bring Jères, Seville, and Cordava within a few hours, and ere long Cadiz will be within 26 or 28 hours of Madrid, and 18 hours of Malaga. It is a pity that the Spanish Government does not erect Cadiz into a free port (like Trieste). It has many greater advantages for such a commercial privilege than have Trieste or Leghorn, and bonded warehouses could be built on many localities round the harbour at small expense. I do not know any port in Europe better fitted for being constituted free. The town was made a free port by Royal decree for about

two years—during 1829 and 1830;—and then, although it had not the large foreign commerce which it has at present, and no railways, it greatly benefited, and began rapidly to prosper. Unfortunately, Catalonian intrigues prevailed in 1830, on Ferdinand VII., to abolish the good work just as it was developing the capabilities of the harbour and district.

I have the honour to annex some tabular statements respecting the shipping of Cadiz (see Tables Nos. 2, 3, and 4), by which it will be seen that 1,079 foreign merchant vessels entered the harbour in 1864, of an aggregate tonnage of 627,970 tons, of which 1,079 vessels 388 were British, of an aggregate tonnage of 107,426 tons. In the year 1856 only 759 foreign vessels entered Cadiz; but in 1861, in consequence of the Morocco war, 1,105 foreign vessels entered. These figures exhibit a considerable augmentation of foreign commerce since 1856.

There are several lines of steamers between Cadiz and England trading with regularity and profit, the principal line belonging to Mr. Hall of London. There are also regular mail steamers to Cuba, Porto-rico, and the Canaries. This line is well arranged, and is managed by the Messrs. Lopez of Cadiz. Many of their vessels are first-class Clyde-built steamers. There are also lines of steamers to Lisbon and Havre, to Amsterdam and Hamburg, and to Gibraltar and Marseilles Regular trading-ships (not steamers) sail to the West Indies and to Manilla. The distant foreign trade is increasing slowly.

Salt is largely manufactured near Cadiz, in artificial salt marshes, into which the sea is permitted to flow, there being sluices and gates to shut out the high water during evaporation. I have the honour to annex a statement of the quantity exported in 1864 (see Table No. 1). The quantity amounted to about 260,000 tons English, the average price being about ten shillings sterling per ton, which is considered very low here. This will give a value of export of about 130,000*l.* sterling. A great deal is exported to Newfoundland and Gaspé and also to Buenos Ayres and the neighbouring South American Republics. It is paid for in cash; and, when the price is good, is considered very remunerative, the cost of production being small, and requiring little capital.

The importation of cod-fish from the British colonies in North America during 1864 amounted to 92,262 cwt., of which 30,969 cwt. were sold for consumption in the district, 8,484 cwt. for Cadiz, and 22,476 cwt. for Seville (an excess over the sales of the previous year of 811 cwt.)

The average price of good cod-fish is about 20*s.* sterling per cwt.; at present some is worth about 24*s.* sterling per cwt.; and it is rendered dear to the common people by the Spanish duties of about 10*s.* sterling per cwt.; thus making salt cod-fish almost as dear as fresh fish caught off the coast. Spanish duties on such articles, in addition to the octroi on entering towns, is a very heavy tax on the labouring poor.

The mining capabilities of Andalusia were well known in early ages, and extensive mining for lead, copper, and manganese, &c., still goes on in this district. Many of these mines are often commented upon in the London mining journals, and are advertised in England. Some mining districts are nearly worked out, but a great deal of untouched ore must still remain. New undertakings in mining have of late commenced at Huelva, near this (close to the frontier of Portugal), with every prospect of success; and near Cordova there is a considerable amount of British capital invested in mines, some of which are doing very well, and are carefully managed.

Wine.—I come now to the most important export from this district, viz, that of sherry-wine. Two statements are annexed, showing the

quantities exported during 1864 from this port, from the district of Jères and that of St Mary's, amounting to 67,358 butts, containing (approximately) about 640 English bottles of sherry each. There were shipped in 1863 the smaller amount of 66,321 butts. In addition to the wines detailed in these lists a considerable quantity of sherry and other wines is shipped from Cadiz, amounting, probably, to 3,000 butts; thus, the total export of wine from Cadiz in 1864 seems to amount to about 70,000 butts (see annexed statements, tabular, Nos. 6 and 7). A very large proportion of the wine exported from Cadiz is sent to London and other ports in Britain. This is far the largest shipment. The other destinations coming next in importance are New York, Russia, and Hamburg. Two respectable wine merchants in the district have given me information to the following effect: various grades of sherry are shipped at prices ranging from 10*l.* to 200*l.* sterling per butt; and these wines may be enumerated under four classes, viz.:—

1. Low and spurious compounds, at from 10*l.* to 20*l.* per butt (say) one-fifth of the whole.
2. Common, ordinary, and middling sherry, from 25*l.* to 45*l.* per butt (say) two-fifths.
3. Good sherry, from 45*l.* to 70*l.* per butt (say) three-tenths.
4. Superior sherry, from 70*l.* to 200*l.* per butt, one-tenth.

The wine district between Port St. Mary's and Jères yields the better growths; and the low qualities are made up of Seville, Cordova, Moguèr, Lebrija, Tribujena, Chiclana, Chipiona, and San-Lucar wines, which are brought down to the two shipping towns, and made up under the general denomination of "sherry." "During the past year large quantities of wines have been introduced into the district from Malagar and Alicante; but these wines have not proved serviceable or usable, their peculiar earthy and tarry character it being impossible to overcome; as, although mixed with other wines, in but small quantities, the unpleasant flavour and smell is always distinguishable to a judge of wine."

The low spurious compounds adverted to are made up with molasses, German potato spirit, and water, to which some colouring matter, and a small quantity of wine are added, much in the same manner that the "Hamburg sherries" have been manufactured, to which of late the London custom-house has, very properly, refused admittance. Of course, no known respectable wine merchant would lend himself to ship such low and adulterated compounds; but that it is done, and, moreover, with the cognizance of the consignees in London, is well known here; because, such wines are usualty sold by auction on their arrival at extraordinarily low prices; which, unless the "liquid stuff" in question were wonderfully cheaply procured, would leave to the shippers a heavy loss.

Where no exact statistics of produce and manufacture are officially kept, it is rather difficult to come at exact figures of value; but I believe the foregoing to be reasonably correct as regards the export of sherry wine. It accords in most particulars with the custom-house books at Cadiz, but the "value" given in these books is nominal.

I addressed a few queries lately to a gentleman of the Jères district, long conversant with business there, and give (as follow) a few extracts from his replies, which afford some information on the amount of British capital invested in the sherry wine trade. It is to be observed, however, that at Jères great jealousy exists against the wine merchants of Cadiz and Port St. Mary's. The Jères wine merchant always speaks slightingly of all St. Mary's wine, which is unjust, some of it being of the best quality. My correspondent writes thus:—"There are no precise means

at Jères of obtaining exact information in reference to consumption of wine. There is a custom-house, but it is only for the purpose of clearing out-going wines; nor is any list kept there whereby a clue could be obtained as to value of the wines cleared; for although in the "despatcho" the shipper is required to state their value, the usance prevails here of invariably inserting the same sum. It may be roughly estimated that the Jères district produced during 1864 about 40,000 butts of wine, and that 5,000 butts were used in local consumption. This leaves 35,000 butts, to which add say 11,942 butts of wine brought to Jères from other places in Andalusia (more or less distant), which make up the 36,942 butts nominally exported from the district. But it may be assumed that about 8,600 butts (not included in the above, and shipped at Port St. Mary's), were really grown in the Jères district; and if this be correct the total amount of wine which left Jères in 1864 would amount to 45,542 butts, of a probable value (aggregate) of say 1,706,724*l.* sterling, which gives an average value of (approximately) 37*l.* 10*s.* sterling per butt. But this value is not given as absolutely correct. The extraordinary extension of the sherry trade during the last few years has enriched most persons connected with it; many have doubled their capital in two years, some in even less time, and all have gained to a very great extent. With this suddenly acquired wealth have come many wants which were not experienced before. The Spaniard of Jères begins to travel occasionally, and to live more ostentatiously; but, as a rule, he does not live beyond his income. On the whole, there is no doubt that the wealth of Jères is greatly on the increase; and inasmuch as the English here are exclusively engaged in the wine trade (except a few engineers) they must have enjoyed a large share in the general prosperity. As an illustration of the accumulation of wealth in Jères, I may mention that the shipper's prices for wine have augmented within the last ten years 70 per cent.; and probably the wines given now, even at that increased price, are by no means generally equal to those formerly supplied (*i.e.*, more than ten years ago); so that we may consider the prices as being in reality doubled during that period. Of course, it is not alone to the shippers that gain has arrived by the increase in prices. The wine growers and wine holders have made even larger profits. Some of the shippers are, however, proprietors of vineyards, and hold considerable stocks.

As to your query, "what is the real value of the wine exportation from Jères during 1864?" it is difficult for any one here to form a just estimate of this real value. Each shipper knows his own average price, and only his own; and he cannot, with any certainty, argue from that what is the average price of his neighbour's wine; for between the average price of two shippers there may exist the enormous difference of 20*l.* or 25*l.* per butt, constituting an immense sum in large shipments. A first-class London wine merchant, of what is technically called a "market house," would be, probably, better able to give a reliable opinion on this point than any one at Jères. The general idea prevailing here is, that the average price of all wines shipped from Jères is under 40*l.* per butt, of about 640 or 642 bottles; and for the reasons which are hereinafter stated, I am inclined to fix it at about 36*l.* per butt. We have seen that the total amount of wine exported in 1864 from Jères was 36,942 butts. The lowest priced wine usually shipped is at 20*l.* per butt free on board. It is true that so-called "sherry" may be met with in London at 12*l.* or 15*l.* per butt; but I believe that very little of such wine comes from Jères. It is probable that about 20,000 of the 36,942 butts may be calculated at about 30*l.* per butt; about 10,000 at 40*l.*

per butt; about 3,000 at 80*l.* per butt; and all the rest at the low price of 22*l.* per butt. We have thus—

3,942	butts at 22*l.*, representing	..	..	£86,724
20,000	„ 30*l.*, „	..	..	600,000
10,000	„ 40*l.*, „	..	..	400,000
3,000	„ 80*l.*, „	..	..	240,000
36,942	„ of an estimated value of	..	..	£1,326,724

Which shows an average value per butt of about 36*l.* sterling. But this sum does not represent the value of the wine in Jères, because the shipping price includes the following items:—1. The fining of the wine; the value of the eggs and earth used is not great, but the labour is considerable: 4*s.* per butt may be taken as the cost of fining. 2. The cask. A good butt, well seasoned, is worth in Jères 42*s.*; butts may sometimes be found cheaper, such as those returned from England, but any deduction to be made on this account is more than balanced by the expense (to the shipper) when he is called upon to send small casks—hogsheads, quarter casks, and octaves. 3. The wooden hoops over the butts, and the branding, washing, and marking the casks, may be put down at 1*s.* 6*d.* each. 4. Cartage from cellar to railway (say) 1*s.* sterling. 5. Railway to Trocadero (say) 4*s.* 6. Agents' commission in London, if "del credere," 10 per cent.; if not "del credere," allowance to be made for bad debts will come to nearly the same thing; 10 per cent. upon (average) 36*l.* per butt of wine shipped, 3*l.* 12*s.* 7. Shipper's profit, say 10 per cent., or 3*l.* 12*s.*; and 8. Other small incidental expenses continually arising, but too small to enumerate, say 3*s.*

Adding together these various trifling amounts, we have a total of 9*l.* 19*s.* 6*d.*, or say 10*l.* sterling per butt, making a charge on the whole shipments of 369,420*l.* sterling, which, deducted from 1,326,724*l.* sterling, leaves 957,304*l.* sterling as the export value to Jères itself, of the 36,942 butts shipped.

Respecting the selling value of the highest class sherry (free on board at Cadiz), it may be stated that the highest ordinary price of sherry is 120*l.* per butt; sometimes a small quantity of very extraordinary old wine is shipped at much higher prices: one house here quotes 500*l.* per butt as the price of one particular wine (and another quotes a sum even still larger), but these may be esteemed fancy or curiosity values, and it is doubtful if 100 butts of wine are ever annually shipped from Jères at above 120*l.* per butt.

With regard to your inquiry respecting the probable amount of English capital employed in the wine trade at Jères, on looking over last year's export list I find that there are eight or nine English houses, the total of whose shipments amounted to about 12,521 butts; but there must be an addition made to this, because in one instance an Englishman is partner of a Spanish house which ships largely. We may therefore add, say 3,256 butts (for which number I have made a calculation, founded on published lists), and thus, it may be considered that 15,777 butts were shipped in 1864 by Englishmen. Now, multiply this quantity by a price (calculated very moderately) say of 26*l.* per butt, and we obtain the sum of 410,202*l.* sterling as the value of the English shipments from Jères during 1864. I have taken the above price as being perhaps much within the mark, and so as not to exaggerate, and to leave a margin for any miscalculation. Now, the stock in trade of a wine shipper depends much upon the class of wine which he sells. If his business be principally in low wines, his stock need be but very small, because he can always find wines of inferior quality in the market. If, on the contrary, his

business be mostly in high-class sherries, he requires a very considerable stock of old wines, which cannot easily be found. Some of the very rich houses in Jères have an enormous capital employed in the business, their stock of old wines being sufficient for several years; but I do not think the average of a shipper's stock is more than double the value of his annual shipments. Therefore, if we take this as the test of a shipper's stock, we obtain the amount of 820,404*l.* sterling (*i. e.* the double of the aforesaid sum of 410,202*l.* sterling) as the probable value at Jères of the stock of wines held by the English wine merchants there. A shipper's capital is frequently not invested in wines alone—he may have houses, vineyards, cellars, and other property more or less directly connected with his business; so that allowing 70,000*l.* or 80,000*l.* sterling for such miscellaneous possessions, we have in round numbers 900,000*l.* sterling as the value of the British capital employed in the wine trade at Jères. On this head, however, it is right to notice what may induce us somewhat to diminish this large sum.

It is the custom in Jères to purchase wines at six months, or even a year's credit, and so it happens that a very large portion of the shipper's stock is not paid for. On the other hand, he generally sells at six months; and against his bills payable in Spain he has his bills receivable in England, the difference between the two being the general measure of his profit or loss.

The previous estimate is arrived at on the supposition that the average price of the English shippers is equal to the average price of the shippers not English. But it can by no means be guaranteed that this is the case. At least one half of the English shippers at Jères are supposed to be shippers of low wines, and some of them are not considered to possess so large a capital as the business done by them would argue. It is clear that if they can buy at a year's credit, and sell at six months' credit, a nominal capital may accomplish a large business. On the whole, and with a knowledge of the credit which the different shippers enjoy, I incline to believe that the total amount of English capital which is employed in the wine trade at Jères does not much exceed 700,000*l.* or 750,000*l.* sterling.

With regard to the modes adopted for adulteration of the inferior wines, I do not think that in Jères itself much real adulteration takes place. Most of the wines shipped are probably genuine juice of the grape. Defects are often covered by colour wine and sweet wine; but inasmuch as the first is wine boiled down until it resembles treacle, and the second wine is made of raisins instead of fresh grapes, this can hardly be termed real adulteration, no extraneous matter entering into the wine.

However, in order to avoid the expense of sweet wine, which is very dear, some shippers of low wines sweeten their sherries with sugar and molasses. British and German spirits, distilled from grain or potatoes, are also used to fortify low wines. Such foreign alcohol is most injurious to the wine.

In conclusion, I desire to state that my replies to your queries have no pretention to being more than approximately correct. I have not answered at random, but one is liable to error in matters of opinion, where twenty persons equally well informed would arrive at twenty different conclusions.

I have reason to think that my correspondent's statements respecting the Jères wines and wine merchants to be tolerably correct; he has for long had every opportunity of forming his judgment.

The manipulation of wine is now so generally understood that it may be almost unnecessary to explain in this report that the varieties of

sherry are produced by different modes of treating the juice after pressure. Mr. Redding says "that gypsum is commonly, if not always used in the manufacture." Pale sherry is made from the same grape as the brown; the brown and deeper sherries are mingled with boiled wine, which indeed is used for colouring other wines in different degrees for the British general market, which seems to abhor the pure and unsophisticated juice of the grape. The pale sherries are the most pure, containing nothing in their unadulterated state but the admixture of a little Spanish brandy. This admixture is, however, wholly unnecessary for wine to be used in Spain itself, as the pure "vino-fino" of Andalusia sufficiently proves.

The different shades of colour in sherry are all caused by the before-mentioned mixture of boiled (or prepared) wine.

The wine called Amontillado is not always the product of design. Mr. Redding goes on to say that "the quantity made of this favourite wine is small, and the wine often the result of accident." To make this wine the fruit used, in former times, to be gathered some weeks earlier than for other sherries; this, to a certain extent, continues. Amontillado allows of no foreign mixture of any kind. The grapes are said to be trodden by the peasants with sabots on their feet. The wine is then allowed to ferment for two months or more, when it is racked, and placed in depositories at Jèrès and Port St. Mary's, and not in underground cellars. The bungs are carelessly closed without affecting the quality of the wine. It is singular that of a hundred butts of sherry out of the same vineyard, some of them will be Amontillado without the wine merchant (or maker) being able to account for it. Not a drop of brandy can be added to the genuine and pure Amontillado without injuring it. Thus, the finest Amontillado is not a certain product of particular vineyards, nor in reality is it always the result of a special mode of treatment of the vine, the grape, or the juice, but seems the unaccountable offspring of several modes of treatment, before, during, and after fermentation, especially in the Manzanilla and Montilla districts. Good Amontillado, of fair quality (by no means the best), cannot be purchased in Cadiz under 5*s.* or 6*s.* the bottle.

The common Spanish wines (vins ordinaires) are deplorably bad—far inferior to the common wines of France, Sicily, Italy, and Hungary, and even to the pleasant malavisa of Crete (the original malvoisie), which is sold in that island at about 4*d.* per bottle. It is surprising that when so much trouble is taken in preparing sherry for the foreign market, the Spaniard should be content with such inferior and ill-made wines as are found in the neighbourhood of really good vineyards. Very common bad wine is sold to the peasant at 10*d.* and even 1*s.* 2*d.* per bottle, but such wine is most unpalatable. The vino-fino costs about 2*s.* to 2*s.* 8*d.* per bottle;* and very ordinary sherry is sold at the Seville and Cadiz hotels at 4*s.* and 4*s.* 6*d.* per bottle. It is always difficult for a traveller in Spain to find good wine; and even in this district he is generally obliged to put up with what is very indifferent. In no wine-growing country of Europe is such bad and dear vin ordinaire to be found as in the south of Spain. It is, in fact, all dear; the vino-fino and the good class of sherry is dear and good; the rest is dear also, and most abominably bad.

Many persons think that the cultivation of the grape will gradually increase in Spain, and occupy a larger breadth of land than at present. This will probably, in some degree, depend on the prices obtained abroad for the wine exported. Just at present the price is becoming lower, owing

* The vino-fino is perfectly pure wine, unadulterated, unmixed, uncoloured, and unbrandied; it is here the finest class of Manzanilla wine, and is very dry (some of it, indeed, a little bitter), and esteemed very wholesome. It is of a straw colour, and becomes golden by age.

to the large stock of sherry held in London. I question if a much larger area of land in Andalusia will (for many years, at least) be used for vineyards, there is such a lack of population in Spain. I am inclined to think, also, that although the present good sherry wine of this district is the result of a combination of fine climate and suitable soil, with more than 100 years' experience in its manufacture and management, yet that eventually many other parts of Europe will compete with Andalusia in producing a white wine similar, if not equal to ordinary sherry; and (referring to my report upon Hungarian wines, published in the Blue Book Reports by secretaries of legation, in 1862) I believe that Hungary and Croatia will, in after years, when the careful management and manipulation of wine is better understood in those countries, be able largely to export a similar class of dry and wholesome wines, probably at a cheaper rate than Andalusia.*

Note on Testing the Strength of Wines from Spain.

It has been remarked to me that occasionally a discrepancy occurs between the result of the test instrument in Spain and in England. The English tariff allows sherry to enter (at the low rate of duty) when brandied up to 42. Low and inferior wines are generally brandied up to 38, 39, and 40; high class and superior wines up to 36; very little is exported from this to England under 36.

The test (alcoholic) instrument sometimes varies, when the temperature changes rapidly, and shows a different strength in the same wine measured, first here, and then in London. Probably the occasional extreme heat here, and extreme humidity in England, may have this effect on the instrument.

My attention has merely been drawn to the fact reported; but the parties who informed me of it not being in a position to suggest a remedy, I have advised that, in the meantime, no complaint be made.

Spain suffers greatly for want of population; it is scanty all over the country; and in this province the lack of men is always painfully obvious. The census of 1860 gives the total population of Spain as only 15,673.481. In some parts of the country the population is diminishing, in some it is stationary, and in others slowly, but very slowly, increasing. To-day the total number of souls in Spain does not probably exceed 15,800,000 (men, women, and children), and this with a superficial area of about 9,000 geographical square miles. Britain, with something less than 6,000 geographical square miles, showing a population of about 30,000,000, or nearly double that of Spain; whilst France, with about 10,000 geographical square miles, possesses a population of above 37,000,000, which is about two and a-half times more than Spain. This absence and want of "mains d'œuvre," is a sad drawback to improvement throughout the country.

In this large provincial government (Andalusia) there are only about 1,410,903 souls, thus:—

Cadiz district	401,700
Huelva „	176,626
Seville „	473,920
Cordova „	358,657
Total	1,410,903

Cadiz, within the fortifications, is supposed to contain about 68,000 or 69,000 inhabitants, including the garrison. In Cadiz district there are now reckoned to be, as aforesaid, 401,700 souls. In 1860 they were reckoned at about 391,305, showing an apparent increase in the district

* All foreign wine is charged a heavy duty on entering Spain.

of rather more than 10,000 in five years; but the present garrison is an augmented one. Of these 391,305 there were said to be—

Able to read and write	14,152
Able to read a little, but not write*	97,977
Declared to be unable to read or write..	279,176
Total	391,305

This evinces an amount of lamentable and dangerous ignorance, even allowing for the very young children who must be included in the total. There has been, during some years, a good deal of emigration from some of the eastern and northern provinces of Spain; and also, in a less degree, from Andalusia. They go to Buenos Ayres, Monte Video, &c. I have found it impossible to obtain hitherto any good statistics about this unfortunate emigration; but there is no doubt of the fact. The army and navy in the West Indies, especially in Cuba, is a yearly drain on the population, and presses hard on the recruits and younger men in both services, few of whom are permitted to marry. It appears singular that any emigration should exist in Andalusia, where the pay of a farm and vineyard labourer, for about seven or eight hours of work, amounts to *5s.* and *5s. 6d.* per day during nine months of the year.

The foregoing remarks indicate that the Spaniards have plenty of elbow-room, and the country something to grow out of; but many parts of Spain are at present as desolate and unpeopled as a Russian steppe. It is true that her undeveloped resources are great and well worthy of consideration, but by no means so wonderful or so miraculous as some patriotic Spanish optimists would lead Europe to believe. Had Spain about six or eight millions more of inhabitants, a steady Government, a liberal tariff, more general education, and more useful knowledge of the rest of the world, she might be fairly considered as having entered the race of real progress. Ten or fifteen years of peace, and an honest economy of her resources, may help her to this position; but just now she lacks both men and statesmen. I am inclined to think that the accusation of corruption has been rather unjustly made against all Spanish placemen, but there are few public men in the country who know much of anything outside Madrid, Barcelona, Cadiz, and Cuba. There is, likewise, still a great want of both adaptability and elasticity in the character of the Spaniard, even of the middle classes, which stands in the way of his rapid progress. Unlike the Italian and the Greek, he has little thirst for knowledge, and possesses in general a dogged indifference to anything that does not immediately concern Spain and "nosotros." This unconcernedness is peculiarly visible in Andalusia, probably a Moorish legacy.

A commercial report is no place for a political disquisition; but I may be pardoned for remarking here that the party-spirit and perpetual intrigues and jealousies of the multitudes of small political placemen retard greatly in Spain her financial and commercial advancement. The members of the Cortes are elected very much by the Government employés and by their influence. Then the Moderados sincerely distrust the Progresistos, and they both dread the Democrats. This has the effect of curbing activity and national enterprise all over the country. It is, however, satisfactory to notice that the demagogues of Spain do not try to set class against class. A Moderado or a Democrat openly faces and abuses his political foes of all ranks, in no measured terms, and on all occasions. He is consistent and bitter; nor does he hold one style of

* I question whether this little reading means more than being able to follow a response in a prayer-book or simple catechism.

language in the Cortes and another on the hustings or to his constituents. How singular to find such unadvanced leaders in a backward country fifty years a-head in this respect of some members of particular schools of British politicians.

Throughout the south of Spain, the peasant and the labourers, unlike those of the north, are seldom proprietors of lands and houses; and during the last eighteen or twenty years a very considerable propaganda of doctrines of socialistic and communistic character has existed in Andalusia, and turned the heads of many. I fear that, from causes such as this, Spain has yet some inconvenient days before her, and has by no means got over the infantile diseases of early political life. The fanatical and intolerant type also of Popery, as distinguished from common Roman Catholicism, throughout the masses in Spain, keeps her sadly back. It obviates any cordiality in her general intercourse with foreigners who are not Papists. In this district the effect is injurious. It is also remarkable in another point of view. The native Andalusian is outwardly rather of an independent character, impatient of dictation, somewhat defiant in his manner and mode of speech, argumentative, objecting, and protesting, or Protestant in his style of thought and conversation. He is self-sufficient and self-asserting, vain rather than proud, full of profession of his opinions, and opiniative, demanding a reason for everything. And yet, though he perpetually jests and jeers at the priesthood, he is bigoted and superstitious beyond other Roman Catholics. The fact is singular that a people vainglorious and ever asserting an independence of others, has stuck by a fanatical and grovelling type of Popery long abandoned in France, Austria, and Italy, and dying out even in Ireland. If ever Protestantism, in some shape or other, be put before the Spaniard of Andalusia in the same way as it was put before the Germans, or the Scotch, or the Dutch; and if it in any degree obtain even a slight hold of the popular mind, it will spread like wild-fire, for it will exactly suit the ordinary mode of thought of the Andalusian.

Immigration would assist Spain, were it not almost impossible just now, from the action of their foolish alien act (*Ley de Estranjeria*), and from the prevailing—I may even say persecuting—bigotry of the lower orders. It is said here that the French Government have made quiet but strong representations at Madrid against much of what they termed the arrogant nonsense of some clauses of this law, which had proved practically annoying to the French subjects at Catalonia.

Notwithstanding all these disadvantageous circumstances, and the peculiarly unfavourable position in which Spain, just at this moment, finds herself, it is pleasant to acknowledge that, on the whole, and especially along her coasts, progress has begun and material improvement commenced. There is a great deal of patriotism among the Spaniards,—sincere and deepfelt,—and struggling awkwardly to find some way of doing good. The railways have in Spain already been the means, directly and indirectly, of much real benefit. Property and life are much more secure throughout the country than they were twenty years ago. Robberies are very much more rare; the police, and especially the rural police (or gens d'armes) in the provinces, are in general respectable officials, and are becoming useful and effective. Hospitals are better managed than of old, and many Spanish physicians are men of skill and science. In numerous small towns (I speak of Andalusia especially) there are active, earnest, and conscientous local magistrates, quietly doing a great deal of good.

I have tried to show in this report, that the existing financial difficulties of Spain, though both serious and disturbing, are perhaps the

least hindering and retarding portion of her many troubles, present and future. The paucity of her working populations, their generally very limited knowledge concerning everything, and their jealousy of foreigners, appears to me the chief difficulties which Spain is encountering, and which she has yet to encounter. I hope that there is a good and prosperous time in store for Spain, worthy of her extent and her geographical position in Europe; but it is right to notice that it is still some way off.

I have not touched upon two important branches of Spanish commerce, which have for long prospered, and which do still prosper in Cadiz and in this neighbourhood, viz., the contraband trade and the slave trade; both have for long years flourished most amazingly in Andalusia; both are recognised by the Spanish mercantile community, as useful and respectable; and the latter traffic (especially when successful) is, I grieve to acknowledge, esteemed by many as highly reputable and distinguished. Soon after coming here I was presented by a Cadiz banker to an elderly sedate Spanish gentleman; the banker afterwards added, "He is one of our most respected citizens, and possesses large wealth; he has often done very well *on the African coast!*"

Cadiz, February 15, 1865.

No. 1.

EXPORTATION of Salt for America, Asia, and other Foreign Ports in the Year 1864.

	Kilogrammes.		Kilogrammes.
January ..	17,905,672	July ..	6,499,936
February ..	11,967,233	August ..	6,636,668
March ..	98,630,179	September ..	16,877,727
April	52,804,440	October ..	8,959,504
May	8,998,419	November ..	34,941,900
June	8,715,295	December ..	11,610,300

Total amount of kilogrammes, 284,547,273; or about 309,290 Spanish tons = average value per English ton, 10*s.*; = about 260,000 English tons.

	Lasts.
Salt exported in the year 1862	83,857
Ditto ditto 1863	74,762

each last containing about two tons.

No. 2.

STATEMENT showing all the Vessels entered at the Port of Cadiz in the Year 1864.

	No. of Vessels.	Crew.	Tons.	Guns.	Horse Power.	Passengers.
Spanish Vessels of War..	114	15,519	..	964	14,552	5,774
Foreign ditto ditto..	45	7,770	..	482	10,234	129
Spanish Merchant Vessels from Asia and America	176	5,604	77,454	..	18,590	5,687
Spanish from Foreign Ports	565	12,060	103,626	..	46,375	15,427
Ditto from the Peninsula	1,611	16,670	143,329	..	34,013	7,854
Ditto smaller vessels from the Peninsula.. ..	1,412	5,961	16,071	..	..	106
Foreign Merchant Vessels	1,079	14,471	287,490	..	20,002	1,844
Total ..	5,002	78,055	627,970	1,446	143,766	36,821

No. 3.

Nations to which the 1,079 Foreign Ships belonged.

	No. of Ships.	Crew.	Tons.	Horse Power.	Passengers.
British..	388	5,155	107,426	9,656	620
French..	213	3,353	60,019	8,516	808
Swedish and Norwegian ..	125	1,865	40,770	..	7
Russians	60	819	20,023	..	3
Portuguese	59	544	4,155	..	3
Dutch	55	686	3,529	1,710	41
Italian	48	571	10,957	..	304
Americans	32	374	15,848	..	6
Hanoverians	19	157	2,705	..	3
Bremen	16	256	5,467	..	17
Prussians	16	163	3,917	..	3
Danish..	10	91	2,056	..	..
Mecklenburg	9	107	2,845	..	..
Belgian	8	94	1,373	120	..
Hamburg	8	79	1,939	..	2
Austrian	7	88	3,054	..	19
Orientals (Turkish)	3	40	902	..	6
Oldenburg	2	18	364	..	2
River Plate	1	11	141	..	..
Total	1,079	14,471	287,490	20,002	1,844

No. 4.

Vessels Entered at the Port of Cadiz from 1856 to 1864.

Years.	Vessels of War.		Merchant Vessels.	
	Spanish.	Foreign.	Spanish.	Foreign.
1856	39	149	2,952	759
1857	51	118	3,770	911
1858	69	115	3,719	867
1859	129	94	3,915	929
1860	114	54	4,036	902
1861	144	64	3,766	1,105
1862	140	77	3,861	1,015
1863	100	52	3,835	1,034
1864	114	45	3,764	1,079
Total ..	900	768	33,618	8,601

No. 5.

Estimated Ordinary Revenue of Spain in the Year 1860.

Details of Taxation..

	£	£
1. Direct Taxes:—		
On real property, agricultural produce, or cattle ..	4,000,000	
On industry and commerce	700,000	
Succession and registration duties	320,000	
On mines	80,000	
Sundries	46,600	
		5,146,600
2. Indirect Taxes:—		
Customs	2,400,000	
Octroi	1,610,020	
Turnpikes, &c.	164,000	
Sundries	150,170	
		4,320,190
3. Stamps and Government Monopolies:—		
Stamps, Fines, &c.	485,000	
Postage Stamps, &c...	230,000	
Tobacco	3,000,000	
Salt	1,190,000	
Lotteries	1,346,600	
Gunpowder	225,000	
Sundries	228,940	
		6,705,540
4. Post Office and Telegraph		93,970
5. Properties of the State, Mines, &c.		967,140
6. Colonial Surpluses (Havana, Phillippine Islands, and Puerto Rico)		1,390,000
7. Estimated Increase from Octroi Duties and Stamps		300,000
Total		£18,923,440
Estimated Extraordinary Revenue derived from the sale of National Property		£3,039,247

It is possible that the indirect taxes in 1865-6 will considerably exceed the above.

6.—Statement showing the Wine Exported at Port St. Mary's in the Year 1864.

Where for.	Arrobas.	Where for.	Arrobas.
London	622,447¾	Brought forward..	901,346
New York	43,365¾	Yarmouth	1,695
Liverpool	40,668	Stockholm	1,416
St. Petersburgh ..	40,404¾	Plymouth	1,013½
Bristol	32,761¼	Cork	848
Dublin	25,116¾	Tampico	809
Hamburg	23,442¾	Southampton.. ..	735
Vera Cruz	15,860	Jersey	692
Glasgow	8,919	Rio Grande	640
Leith	8,660½	Gothenburg	525
Amsterdam	6,988½	Waterford	480
Copenhagen	5,745½	Belfast	473
Gloucester	5,602	Shoreham	390
Sydney..	4,305	Gloster	390
Melbourne	3,475	St. Navaire	368¼
Buenos Ayres	2,880½	Lisbon	292
Havre de Grace ..	2,277½	Monte Video.. ..	180
Hull	2,250½	Rio Janeiro	112½
Exeter	2,184½	Gibraltar	75½
Quebec..	2,002½	Rotterdam	37½
Montreal	1,988		
Carried forward ..	901,346	Total	912,518¼*

* Equal to 30,417 butts 8¼ arrobas; 30 arrobas to the butt.

7.—Statement showing the Wine Exported at Jèrez de la Frontena in the Year 1864.

Where for.	Arrobas.	Where for.	Arrobas.
London	758,754¼	Brought forward..	1,091,547
Liverpool	82,312	Southampton ..	1,980
Dublin	72,255¾	Amsterdam	1,923¼
Leith	39,447½	St. Petersburg ..	1,871¼
Bristol	29,889½	Barnstaple	1,590
Glasgow	25,434¼	Stockholm	1,485
Gibraltar	10,648¾	Waterford	1,312½
New York	9,729	Newcastle	1,005
Hull	7,627½	Rotterdam	900
Exeter	7,172	Ambenes	889½
Plymouth	6,375	Yarmouth	862½
Montreal	6,037½	Ipswich	862½
Cork	4,785	Aberdeen	735
Vera Cruz	3,817	Buenos Ayres ..	425¾
Sydney..	3,712½	Jersey	307½
Gloucester	3,690	Paris	170½
Whitehaven	3,442½	Londonderry.. ..	97½
Copenhagen	3,231¼	Lisbon	96¾
Havre de Grace ..	3,014½	Brussels	93
Belfast..	2,752½	Gothenburg	38½
Hamburg	2,702¾	Greenock	30
Marseilles	2,518¼	Genoa	17½
St. Nazaire	42	Portsmouth	15
Quebec..	2,148¾		
Carried forward ..	1,091,547	Total	1,108,254½*

* Equal to 36,941 butts 24½ arrobas; 30 arrobas to the butt.

CARTHAGENA.

Report by Mr. Consul Turner on the Trade of Carthagena for the Year 1864.

British Vessels.

Year.	Entered.			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1862.. ..	162	67,247	366.384	152	55,144	187,788
1863.. ..	135	54,165	253,962	142	59,976	284,625
1864.. ..	128	57,017	176,268	117	52,370	209,714

Foreign Vessels.

Year.	Entered.			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1862.. ..	1,831	128,993	566,721	1,825	128,050	519,399
1863.. ..	1,801	126,732	560,273	1,763	126,151	470,221
1864.. ..	1,909	149,810	600,500	1,869	147,510	500,500

By the foregoing scale it will be perceived that from the year 1862 there has been a falling-off in the number of British vessels entering this port, as well as in the tonnage, and a most remarkable difference in the value of the cargoes. This is to be attributed to nearly all railway material, machinery, and hardware coming from Belgium, Germany, and France in foreign bottoms; the other imports principally being coke and coals for the smelting works of this district.

The exportation of *Esparto Grass* has increased five fold; and, with lead for ballast, British shipping have the advantage of making a profitable return freight. The duties collected in the custom-house during the year 1864 amounted to 499,616 dollars, or 106,168*l.*

The depression in commerce has been very great, particularly in the latter part of the year, through the general monetary crisis, causing several failures of consideration, and consequently the stoppage (one-third at least) of the lead mining and smelting operation, the chief support of ths neighbourhood, and which adversity must be felt throughout the year, unless some enterprising strangers establish companies for the exploration of the inexhaustible mineral wealth of this Sierra. I should here mention that the exportation of calamina, or zinc ore, has greatly increased, amounting to about 20,000 tons per annum, nine-tenths of which goes to Belgium and France; and, as immense quantities have been discovered, English speculators are entering into negotiations, with every prospect of success.

The railway between this and Madrid is completed, with the exception of about 6 leagues, the distance being now performed in 22 hours.

Through the want of public money, the improvement of this port—such as quays, breakwaters, and stores, the plans having been approved by Her Catholic Majesty's Government—have not been commenced, as was anticipated; and, under existing circumstances, nothing may be expected for some time to come.

The harvest of 1864 was more than an average one, and the prospects of the forthcoming are everything to be desired: the weather having been most favourable during the tilling season, all available ground has been sown, and the crops are most excellent. Both the vine and olive crops have also been remunerative; and, with the exception of the repeated failures in the silkworm, scarcely any produce having been obtained, it has been a good year for the agriculturists; withal provisions are at an exorbitant price, particularly for those who live in towns, on account of the heavy consumption duty levied on all the necessaries of life.

The manufactories in this district consist only of glass, crockeryware, and paper pulp (made from the Esparto grass), which is exported to Belgium and England. The two former producing very inferior articles, the province of Murcia can only be considered as a mining and agricultural district.

Carthagena, February 8, 1864.

TURKEY.

DAMASCUS.

Report by Mr. Consul Rogers on the Trade of Damascus for the Year 1864.

Since the terrible stagnation to industry and commerce consequent upon the outbreak in the year 1860, and which lasted for about two years, it is satisfactory to observe that there has been a gradual improvement in the commercial and social state of the population of Damascus; and this improvement may, in a great measure, be attributed to the intelligence and energy of our present Governor-General, Mohammed Rushdi Pasha, who has been in this country ever since the year 1860; but only for about twenty months in his present capacity.

Communication between this city and the sea coast was extremely difficult by the old road; but the year before last, the new carriage road, constructed by a French company, was opened, and we are now in daily communication with Beirút by "diligence;" and, besides, there is a service of waggons for merchandize and heavy luggage; but still the muleteers and camel-drivers have as much work as they can perform, and they carry as much merchandize as ever they did, and perhaps even more. The company levels a toll on all laden animals passing over their road. The muleteers offered, as a compromise, to pay a fixed annual sum; but, as their terms were not accepted, they set to work and repaired the old road, and have made it independent of the new one, excepting where they cross, and there a small toll is levied by the Company. The slight inconveniences and seeming acts of injustice, consequent on the construction of this road by a foreign company, are fully compensated by the great advantages derived from the facility of communication with the sea coast, and the impetus to trade occasioned thereby.

Under Rushdi Pasha's auspices, the marshy lands around the city have been partially filled up with earth and partially drained; but for want of a skilful engineer, both time and capital have been unprofitably employed. The streets and bazaars of Damascus have been widened wherever it was practicable, so that carriages can now circulate in the city. The old official residence of the Pashas has been purchased for the Government, pulled down, and re-constructed in a style and proportion worthy of the official residence of the Governor-General of this Pashalic; and it is worthy of remark that the workmen were all paid full wages, such being unfortunately an exception to the general rule when Turkish provincial governments have any public works to execute. Block-houses have been erected at various salient points on the road about the Pashalic, and guards placed in them. A Municipal Council has been established, composed of rich and respectable residents of all denominations, which has received authority to levy rates for lighting, paving, cleansing, and guarding the city, and for any other public improvements that may be needed.

A silk-reeling factory has lately been established here by a French merchant, and I understand that it works well and is remunerative.

Of looms for the manufacture of native silk stuffs, there were 3,436 in the year 1859, 700 in the year 1860, and only 550 in the year 1861; thus one of the effects of the sad events of 1860 was the destruction of nearly 3,000 looms, all of which belonged to Christians; but now these are being gradually re-established, and in 1864, there were 3,156 looms at work; more than 2,000 of them, however, are the property of Mohammedans.

The following is a Table, showing the number of pieces of silk stuffs produced at these looms :—

In 1859, about 50,000 kerchiefs and inferior silks, and of the best kind	307,235
1860, all included	142,909
1863, 1,500 cloaks, 50,000 kerchiefs, &c.	231,870
1864, 1,500 „ 50,000 „ &c.	265,720

which shows that the native manufacture in this branch has nearly returned to its normal state.

I here submit a statistical Table, lately made out from official returns by his Excellency Rushdi Pasha, who has kindly allowed me to take a copy of it. It consists of the numbers and rents of the various buildings in Damascus in the year 1859, and called "*l'ancien cadastre*," as compared with the same in the year 1864, and called "*le nouveau cadastre*."

	Cadastre de la Ville de Damas.					
	L'Ancien Cadastre.	Le Nouveau Cadastre.	L'Ancien Loyer.	Le Nouveau Loyer.	L'Ancien Impôt.	Le Nouvel Impôt.
Maisons ..	15,206	14,921	4,840,877	5,299,229	563,963 25	579,915 7
Boutiques ..	7,782	7,796	2,152,358	2,888,543	266,341 14	315,729 33
Khans	22	22	134,550	165,115	16,655 6	18,162 26
Bains	58	58	327,760	340,730	40,553 0	37,480 0
Moulins ..	73	72	250,130	315,320	30,939 4	34,575 8
Jardins . ..	674	707	1,142,650	1,372,815	141,392 31	148,009 26
Fabriques à soie	3,436	3,156	178,202	244,865	22,051 20	26,935 0
Totaux ..	27,251	26,732	9,026,527	10,626,527	1,081,956 20	1,160,807 20

It will be observed that there is a deficit of 250 houses ; but the aggregate estimated rental of the smaller number of houses is higher by about 4,000*l.* sterling than that of the larger number as they existed six years ago.

It will also be observed that the total fixed tax in Damascus amounts to a little more than eleven per cent. in the estimated annual rent of the property, which sum is, of course, independent of many smaller taxes and dues.

I have frequently reported that the local Government Treasuries are indebted to various private individuals for money borrowed at rates of interest varying from 2 to 2½ per cent. per month. Last year the whole of the military debt was paid off ; but the Civil Treasury still owes about 30,000 purses. equal to about 150,000*l.* sterling, subject to the uniform rate of 24 per cent. per annum, the bonds being held by foreigners, as well as native merchants, some of whom have made large sums of money by lending to the Treasuries capital borrowed by them in Europe at a lower rate of interest. This year the local authorities have sought to reduce the rate of interest, contrary to the terms of the bonds ; but it would be much more creditable and advantageous to the Government that these bonds should be entirely liquidated ; and if the necessary funds be not forthcoming from her own resources, they should be borrowed elsewhere at the lower rate of interest.

The reduction of the legal rate of interest to 12 per cent. per annum has been applied, with much advantage, to village debts ; but the Commission appointed for the revision of such accounts has not yet finished its labours.

Of imports and exports, a correct statistical account cannot be obtained; but, as all such articles are duly registered at the sea port, it is sufficient to give an approximate idea of that proportion going to and from any inland town.

Imports.—From England are imported the various Manchester manufactures, such as prints, calicoes, canvas, and muslin, yarn, cloth, copper, crockery, and hardware.

From India, indigo and shawls.

From France, cloth, printed calico, woollen stuffs, figured satin, brocaded silk, sugar, coffee, and cochineal.

From Italy, plain satin, marble, rice paper, and hardware.

From Belgium, carpets, arms, and hardware.

From Switzerland, kerchiefs and merinoes.

From Austria, cloth, glass, and crockery.

From Bagdad and Persia, timber, carpets, Arab cloaks, and kerchiefs.

Exports.—Wool: About 1,500 kantars, or 862,500 lbs., have been exported during the past year; but this, owing to an epidemic amongst the sheep, is considerably below the usual average.

Madder Roots.—Of this article, 1,500 kantars, or 862,500 lbs. were exported.

Rags.—The export amounted to 500 kantars, or 287,500 lbs.

Cotton.—About 7,000 kantars, or 4,025,000 lbs. were exported; but I imagine that only a small proportion of it was of long staple.

Besides which articles, the following are exported to various parts of the Levant, to Egypt, and Constantinople:—Tumbac, called hassan kief, which is of an intoxicating nature like opium; various seeds, such as cummin, sessamee, annis; dried fruits, apricots, raisins, and dried apricot juice, called kamardîn; hemp ropes and iron chains of native manufacture.

Damascus, January 26, 1865.

GALLIPOLI.

Report by Vice-Consul Ogilvy on the Trade of Gallipoli for the Year 1864.

With the one exception of cotton, little remark has to be made on the trade of Gallipoli for the past year. In importations the arrivals have not been above the average; and, exclusive of cotton-ginning machinery, sent here principally for transshipment, the whole amount of freight received in 1864 for imports does not exceed 1000*l.* In machinery, three or four large shipments have arrived, destined to various ports in the Salonica district.

The accompanying Table gives a succinct view of the general export trade of Gallipoli, and calls for but little remark. As regards cotton, little or none of the crop of 1864 had been shipped before the close of the year; and of last year's crop, not more than one-fourth was embarked hence, the remainder having been shipped from the Dardanelles and other ports.

The cotton crop promised very well up to the month of October, but then suffered great damage from the heavy rains. Notwithstanding this, however, a probable out-turn of 8,000 to 10,000 bales of 2 cwt. each is still looked for from the Thracian Chersonesus.

Oil seeds also suffered greatly from the heavy rains, the sesame crops having been totally destroyed, In canary seed the crop has been above an average; but its arrival from the interior has been greatly retarded by the state of the roads.

The movement of English steamers has been more active than in former years, 56 having taken and landed cargo in Gallipoli, as against 36 in the year 1863.

The returns for 1865 will also probably show a still further increase, as a decided preference for the English markets is shown by the exporters of cotton. Ninety per cent. of all cotton shipped from Gallipoli has been sent to England.

The abolition of the transit duty which had been levied by the Turkish Government on seed, cotton, and pods, has greatly contributed to stimulate the cotton trade.

Notwithstanding the very poor crop obtained from land sown in cotton in 1864, results have proved that no other crop is equally remunerative to the cultivator at present prices; Gallipoli cotton being worth from 16*d.* to 18*d.* per pound in England, and the cultivation of cotton in 1865 is likely greatly to exceed that of any preceding year.

The Russian line of steamers, which had ceased making Gallipoli a port of call, now send their steamers here regularly, and a regular line of Egyptian boats to Alexandria has also come into operation during the past year.

Several thousand head of cattle were shipped to Alexandria from Gallipoli in 1864. The demand for these was caused by the great mortality in live stock in Egypt.

TABLE of Exportation from Gallipoli for the Year 1864.

Articles.	Quantity.	Ordinary Port of Destination.
Felt .. .. bales	1,050	Ports of Syria.
Cocoons .. .. .. sacks	61	Marseilles and Trieste.
Cotton .. .. bales	1,450	Liverpool.
Canvas .. .. .. „	55	Salonica.
Rags .. .. „	650	Liverpool.
Oil and Canary Seed .. .. sacks	4,700	London and Liverpool.
Wool .. .. bales	22	Marseilles.
Skins .. .. „	175	Ditto and Trieste.
Rosin .. .. .. packages	150	Ditto and Liverpool.
Silk .. .. bales	88	Ditto and Trieste.
Tobacco .. .. .. „	3,000	London.
Leeches .. .. packages	22	Marseilles.
Fruit .. .. „	608	Constantinople.
Sundries .. .. .. „	1,850	

Gallipoli, January 24, 1865.

JANINA.

Report by Mr. Consul Stuart on the Trade of Janina for the Year 1864.

The favourable aspect which the trade of this province presented towards the close of last year, was, on the whole, not ill sustained during the half-year ending the 30th of June last. The return of the seasons to their normal course after the derangement and extremes to which they had been for two years subjected, served as an encouragement to land-owners, and animated the proceedings of those who speculate on agricultural produce. The grain fields sown in December and January showed a strong and healthy blade as soon as winter had retired; and spring operations were favoured in their progress by the desired alternations of seasonable weather. At the same time, an unusually propitious lambing season held out the prospect of an abundant yield of cheese and butter; while the spring weather promised well for the quality of the wool and for the general condition of the flocks. To this combination of auspicious circumstances may be added the transient impulse given in the early part of the year to mercantile transactions by the near prospect of a change in the condition of the Ionian States. For, while on the one hand, this prospect operated as a check on distant speculations, on the other it prompted the traders of Epirus to make the most of the favourable opportunities which were soon to end.

The commercial outlets of this province being numerous, it will be necessary, in considering the local trade, to take the several ports and markets separately.

Arta.

The trade returns of this town for the first six months of the present year, exhibit, both in imports and exports, a considerable increase as compared with the two preceding years; the imports for the half-year amounting in value to 38,000*l.*, the exports to 14,000*l.*; while in 1862 the imports for the whole year figured at 58,000*l.*, the exports at 18,000*l.*, and in 1863 at 64,000*l.* and 16,000*l.* respectively. To enhance the results of this comparison it may be added that, on an average of several years past, the commercial activity at Arta has been greater in the latter half of the year than in the first. Notwithstanding the large excess of last spring's imports over the exports, the balance of trade was, in reality, favourable to Arta. For while the exports were exclusively the produce of the immediate locality, three-fourths of the imports were sent inland, from whence the money to pay for them was drawn. Hence the quantity of imported goods consumed in the town and its immediate dependencies, not exceeding in value 9,000*l.*, or thereabouts, there results a balance of some 5,000*l.* in favour of the local trade for the first half of the present year. But this must be regarded as an exceptional case for the reasons above alluded to, as well as from the fact that since 1858 the commercial operations of Arta have been falling off. Of the causes which have contributed to this decline, one of the chief is the increasing desire to withdraw capital from trade for the purpose of investing it in landed securities, where it bears interest at the rate of 36, and in frequent cases, of 48 per cent. In addition to which there is the chance, often amounting to a certainty, of the land becoming the property of the lender, through

the inability of the borrower to meet his engagements when they fall due. Hence it happens that there are not now in Arta more than four or five traders who can properly be qualified as merchants, that is, who limit their business to wholesale transactions.

The retail trade of the place is for the most part in the hands of Jews. In Arta, as in other parts of Epirus, members of that community, with the habitual thrift and prudence of the race, are gradually rising to commercial and social importance; and taking into account their superior aptness for business, and the wide spread credit which they can command, their progress will, no doubt, prove a general advantage to the country.

The following is a return of the shipping entered and cleared at Salahora, the port of Arta, during the half-year.

Nationality.	Entered.			Cleared.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Ottoman	255	1,387	800	251	1,347	780
Ionian	33	525	135	33	525	132
Austrian	2	184	13	2	184	15
Greek	100	667	251	97	641	269
Total ..	390	2,763	1,199	383	2,697	1,196

It would not be easy to specify the cargoes; but the subjoined Tables show their aggregate value and the goods in detail. And as the indirect imports from England form a large proportion of the whole, they are, for greater perspicuity, given in a separate Table.

IMPORTS FROM ENGLAND.

	£	s.	d.
Unbleached Calico	7,006	7	6
Bleached „	267	15	0
Prints, Cambric, and Indian Stuffs ..	10,687	10	6
Cotton Handkerchiefs (blue)	336	0	0
Merinoes	50	4	0
Cotton Twist	1,964	0	0
Canvas	140	0	0
Flax	180	5	0
Sugar	4,678	0	0
Coffee	1,005	10	6
Spices	106	8	0
Starch	6	16	4
Indigo	72	15	0
Incense	10	18	0
Logwood	78	18	2
Pepper	35	0	0
Alum	40	16	0
Iron in Bars	334	0	0
„ Sheets	167	6	0
Copper	1,020	0	0
Pewter	480	2	0
Lead	12	5	6
Shot	13	12	9
Tin Sheets	300	0	0
Buenos Ayres Hides	1,268	3	6
Crockery	47	5	9
Chairs	14	7	6
Salts	7	5	6
Total	30,331	12	6

Imports from Other Countries.

	£	s.	d.
Cloths and Kerseymeres	436	7	3
Prints	183	5	6
Hemp	6	8	0
Red Cloth Caps	232	14	6
Steel	130	0	0
Hoop Iron	90	13	6
Wire „	1,569	12	0
„ fine	32	0	0
Nails	434	2	0
Rum	347	14	6
Raki	435	10	0
Window Glass	147	5	6
Glass Ware	1,089	2	0
Cigarette Paper	168	3	9
Writing „	324	11	0
Common „	165	0	0
Rice	290	8	0
Planks	70	17	6
Lucifer Matches	154	10	0
Gypsum	32	0	0
Wax Candles	98	3	4
Tallow „	34	2	6
Iron Shades	78	5	0
Maccaroni	21	10	4
Drugs	182	16	9
Flour	26	3	8
Sieves	12	5	7
Playing Cards	16	10	0
Straw Hats	122	14	6
Soap	425	0	0
Sardines	34	3	6
Rope	79	1	8
Leather	45	10	0
Sulphur	110	8	0
Caviari	27	3	0
Russia Leather	261	16	4
Wine	22	10	0
Vinegar	13	12	8
Pasteboard	5	9	6
Sundries	63	12	8
Total	8,021	10	0

The exports were as follows:—

	£	s.	d.
Indian Corn	199	3	3
Oats	974	12	4
Cheese, best	818	10	0
„ inferior	612	4	6
Butter	265	3	8
Pickled Olives	909	0	6
Wool	725	15	6
Cotton	147	8	0
Beans	1,640	14	0
Nuts	122	0	0
Charcoal	30	9	8
Liquorice	33	3	8
Leeches	34	13	6
Timber	50	0	0
Woollen Stuffs	311	16	4
Silkworm Eggs	1,249	2	0
Cocoons	230	12	0
Mustard Seed	116	0	0
Linseed	27	5	6
Tortoises	20	2	6
Sheep and Goat Skins	295	18	0
Lamb and Kid „	568	16	0
Hare Skins	23	13	0
Other „	61	0	0
Hides	61	16	4
Sheep	1,857	6	4
Bullocks	698	3	8
Horses	509	2	0
Mules	1,229	3	6
Donkies	24	0	0
Botarga	9	10	0
Eggs	68	12	0
Fruit	88	3	4
Sundries	37	8	11
Total	14,050	10	0

Of those exports nearly all that belong to the provision line were destined for the supply of the Ionian markets; the undressed skins, the wool, and some of the minor items were sent to Trieste; the produce of the silkworm to Italy; and the horses and mules, together with some of the horned cattle, to Greece.

Prevesa.

The shipping movement at this port for the half-year was as follows:

Nationality.	Entered.				Cleared.			
	Vessels	Tons.	Crews.	Value of Cargoes.	Vessels	Tons.	Crews.	Value of Cargoes.
				£				£
British	1	160	8	..	1	160	8	1,600
Ionian	173	2,706	670	8,559	166	2,610	679	7,707
Greek	347	5,009	1,357	2,677	357	5,103	1,401	3,439
Ottoman	84	1,033	355	2,000	101	1,217	418	1,950
Austrian	8	856	60	1,465	8	856	60	2,550
Ditto, Steamers ..	26	9,170	702	15,049	26	9,170	702	13,250
Italian	1	61	7	..	1	61	7	..
Total ..	640	18,95	3,159	29,750	660	19,177	3,275	30,496

As compared with the corresponding periods of the two preceding years, these results are, on the whole, satisfactory. But it is to be noted that, although all the shipping that passes through the Straits of Prevesa is registered at that port, no small proportion of the clearances are from places situated on the gulf of Arta. For instance, in the above number of Ionian vessels are included 30 that loaded at the Ottoman ports of the gulf, and 26 at Greek ports, with a total of 1,100 tons, and 4,600*l* value of cargoes. It may here be observed that the imports into this province figure at nearly the same amount for each half of the year; but the autumn exports far exceed those of spring, by reason of the grain and other produce, which are not shipped until late in the year. Bearing this in mind, the exports at Prevesa for the first half of the present year present an increase in comparison with 1862 and 1863, when for the whole year they amounted to 68,000*l*. and 46,000*l*. respectively. But, no doubt, the trade of this port, as of Epirus in general, has this year felt the stimulus alluded to in my introductory remarks.

For some time a report has been in circulation that it is contemplated by the Government to constitute Prevesa and Avlona free ports; and the recent transference of the Kaïmakamliks, or Lieutenant-Governorships of Arta and Berat, to these places respectively, would seem to countenance that report. If followed up by the necessary works, there can be no doubt that such a measure would prove highly beneficial to the trade of Epirus. By giving an immediate impulse to every branch of local industry, it would enrich the province, raise the value of property, and augment the Government revenues. As regards Prevesa, it deserves to be mentioned that a surveying party belonging to H.M.S. "Hydra," lately discovered a passage across the bar with a depth of 18 feet of water. The deepest passage previously known has only 14 feet of water. This latter depth is sufficient for the class of vessels that have heretofore frequented Prevesa and the Gulf of Arta; and it is perhaps for this reason that the Government has not yet thought it necessary to buoy off the new channel, and render it available for navigation, although the interests of commerce and the march of improvement demand that every important discovery should at once be turned to account.

Sayada.

The commercial returns of this scala for the half-year exhibit a sustained average of imports, but a sensible falling off in the exports. As the export trade of this place depended almost entirely on the demands created by the British garrison, squadron, and colony at Corfu, its falling off in the spring is easily explained. Nor is it unlikely that the next half-yearly report will announce its almost complete extinction; and the same may, I fear, be predicted of the other ports that indent the Epirus side of the Corfu channel.

The following Table shows the imports and exports for the half-year.

IMPORTS.

	£	s.	d.
Manufactures	18,252	0	0
Buenos Ayres Hides	7,928	0	0
Coffee	850	0	0
Sugar	780	0	0
Soap	174	0	0
Rum	282	0	0
Iron	6	0	0
Wire	36	0	0
Nails	74	0	0
Planks	233	14	0
Dressed Skins	324	0	0
Indian Corn	329	8	0
Wax Candles	257	0	0
Fox Skins	462	0	0
Sundries	236	10	0
Total	30,224	12	0

EXPORTS.

	£	s.	d.
Live Stock	993	4	0
Oats	401	16	0
Lamb Skins	2,404	0	0
Red Pepper	20	0	0
Bull Rushes	53	0	0
Cheese	6	0	0
Pickled Olives	24	11	8
Tobacco in Leaf	110	0	0
Snuff	340	0	0
Salt	33	6	8
Sundries	193	7	8
	4,579	6	0

The detail of live stock is as follows :—

	Number.	Per Head.			Value.		
		£	s.	d.	£	s.	d.
Bullocks	186	4	0	0	728	0	0
Calves	16	2	0	0	32	0	0
Sheep	160	0	8	0	64	0	0
Lambs	616	0	4	0	123	4	0
Horses	1	6	0	0	6	0	0
Pigs	40	1	0	0	40	0	0
Total ..	1,019	..			993	4	0

After the evacuation of the Ionian Islands by the British, a large number of Vallachian bullocks, belonging to the Contractor for supplying fresh meat to Her Majesty's forces, remained on hand, on the coast pastures of this province. With the exception of a few bought by the country people for the plough, all these cattle were in quick succession shipped for Alexandria, where they were, it is said, disposed of at highly remunerative prices.

AVLONA.

The trade and shipping returns of this port for the half year, though still showing a continued decline, are perhaps as favourable as under all circumstances could have been expected. Last year's crops were short, and live stock of all sorts were so reduced in condition by the protracted

drought, that the spring of this year was far advanced before they were sufficiently recovered for the market. Subjoined is a condensed summary of the shipping and trade movement, in respect to which it is to be observed that the balance which it presents on the side of exports is not to be taken as favourable to the local trade, inasmuch as it proceeds from the specie which is sent out of the country in payment of the excess of imports.

Nationality.	Entered.				Cleared.			
	Vessels	Tons.	Crews.	Value of Cargoes.	Vessels	Tons.	Crews.	Value of Cargoes.
				£				£
Ionian	52	2,130	227	3,486	51	2,070	221	4,167
Ottoman	41	1,320	172	687	41	1,320	171	1,317
Greek	3	186	19	143	3	186	19	476
Italian	5	160	22	285	5	160	22	639
Austrian	11	560	47	860	10	507	41	3,245
Ditto, Steamers ..	51	16,000	1,321	7,835	51	16,000	1,321	17,647
Total ..	163	20,356	1,808	13,296	161	20,243	1,795	27,491

Last spring a lighthouse of the sixth class was erected by a French engineer at the entrance of the port, on the inside of the point called "Glossa," or "The Tongue," in latitude 45° 25′ 30″ N.; longitude 19° 27′ 55″ E. Greenwich meridian; longitude 17° 07′ 40″ E. Paris meridian. It has a fixed red light, with an elevation of 25 metres, or 27 yards, above sea level, and a range of five miles. It was first lit for service on the 18th of July last. The charge is uniform, at the rate of 16 paras (4*s.* 5*d.*) on all vessels of every flag.

Agriculture.—The severe cold of last winter was succeeded, as spring approached, by genial weather, which was most favourable to farming operations. Accordingly a large breadth of land was sown with Indian corn, the chief cereal produce of the country, with barley and oats; while the meadows and pastures, after the early rains, were at once clothed with verdure, and the crop of hay has been most abundant. The new duty of 12 piastres an oke, equivalent to 9½*d.* a pound, on home-grown leaf tobacco, has, to some extent, checked the cultivation of that plant. But, as a compensation, 274 acres of land, against 55 acres last year, have been laid down with cotton seed; and with a degree of care in the selection of ground, and of attention to the mode of treatment which gives good promise of success. Should this promise be realised, it may be predicted that cotton will henceforth become a staple produce of Epirus.

Cocoons.—The mildness of the early spring inspired the hope of a continuation of the success which attended this branch of industry in 1863. This hope was marred by the unseasonable cold which set in in the beginning of April; and which was so hurtful to the grub that foreign agents, apprized of the mischief, did not, as in preceding years, come here to make their purchases. The gathering amounted to only 6,000 okes (16,500 lbs.) in the fresh state; from which were obtained 280 okes (770 lbs.) of eggs, and 230 okes (632 lbs.) of reeled silk. The eggs were sold at an average price of 900 piastres the oke, equivalent to 3*l.* the lb.; the reeled silk at an average of 330 piastres the oke, or about 1*l.* 2*s.* the lb.. So that the total value of last spring's gathering was 328,000 piastres, or 2,982*l.*, against 1,050,000 piastres, or 9,580*l.*, in 1863.

Wool.—The clip was good, and yielded a total for the province of 1,250,000 okes, equal to 3,437,500 lbs. Of this quantity about two-thirds were reserved for home use; the remainder was shipped for Trieste, having been brought for the German looms at an average price of 7 piastres the oke, or 6*d.* the lb.

Fruit.—The same cold which damaged the silk produce was likewise inimical to the blossoming fruit trees; so that the fruit and vintage of this autumn will not, it is thought, exceed half the average yield of other years. The olives promise well; but so sensitive is the olive to every vicissitude of weather, that there is a proverb in this country to the effect that until the oil is in barrel, no opinion can be hazarded on the value of the crop.

The retail trade of Janina shows a considerable diminution for the first half of this year, owing partly to the effects of last year's short harvest, combined with the continued high prices of imported stuffs; and partly to the effect that, since the establishment of steam navigation in the Adriatic, Janina has gradually been falling from the position of commercial capital of Epirus. It still continues, however, to be the central money market of the province; and here I would again venture on the oft-repeated suggestion of establishing a bank in this place. The want of such an establishment is every year more felt. For the monopoly of money in the hands of a few seems to increase in stringency; and interest is firmly sustained at rates varying from 30 to 50 per cent. So long as this state of things is allowed to last, it is difficult to understand how the material interests of the country can advance, while the only remedy for it consists in the aid and relief which properly constituted banking establishments alone can afford.

The rate of exchange has undergone no alteration since last year, but gold is at a premium as follows:—

	Government Par.	Exchange.
	Piastres.	Piastres.
Medjidieh	100	103
Sovereign	110	113
Napoleon	88	90

Taking the exchange of the medjidieh as basis, the proportionate value of the sovereign is 113 $\frac{30}{100}$ piastres, of the Napoleon 90 $\frac{64}{100}$. But while medjidiehs are tightly kept back, and sovereigns are scarce, Napoleons are freely offered at the relative depreciation above quoted. Good bills on England continue to sell at par.

Public Works.—About three miles of the projected road between Janina and Arta were finished in the first half of the year. To plan and superintend the works two or three young men were sent here from the military school at Constantinople. But it would not appear that the art of road-making had formed part of their studies; and my impression is that this undertaking, like every recent attempt of the kind in Epirus, will prove an early and utter failure.

A bridge was commenced in spring across the Arta River, connecting the road between Janina and Thessaly by way of Mezzovo. It is nearly on the site of three former bridges that had been swept away by the torrents. But this promises to be a durable work.

A new prison, comprising debtor's and criminals' wards, is in course of construction at Janina. From what can be seen of the general plan and details, and from the solidity of the workmanship, this prison will, when

finished, stand comparison with any establishment of the kind in Turkey.

Extensive and much needed repairs are going on at the "Serai," or Government House, which had been allowed to fall into a state of dilapidation that threatened ruin. Private building at Janina is this year very slack.

The telegraphic line from Janina to Arta, and thence to Prevesa, is now complete and in working order; and a cable has lately been successfully laid across the Adriatic between Avlona and Otranto. A wire to connect Avlona with Prevesa is now talked of.

While on the subject of public works, allusion ought, perhaps, to be made to the military works which are in progress in different parts of the province. A plan has been approved of and in part carried out, for the defence of the southern frontier; a citadel is in course of erection at Arta; and a strong fort at Mezzovo, not far from the main pass of Mount Pindus; and other works of the same nature are, it is said, in contemplation. While expressing the hope and belief that these works will be found superfluous as regards danger from without, I have the gratification to report most favourably on the internal state of the country. Tranquility prevails in every part of the province; brigandage has been completely suppressed, and isolated cases of violence either to person or property are of rare occurrence.

Janina, November 1864.

SCUTARI.

Report by Mr. Consul Reade on the Trade and Navigation of Scutari, in Albania, for the Year 1864.

Shipping and Navigation.

The sea trade of Scutari is carried on principally by means of small native coasting vessels called Libo's, averaging about from 30 to 50 tons. No British, but a few foreign vessels (chiefly Austrian and Italian), are also engaged in this trade. The smaller craft come up the river Boyana as far as Obotti, some ten miles distant from Scutari.

Occasionally vessels of a greater tonnage leave the coast for Malta and Marseilles with fuel, rags, and bones, but the trade is so insignificant that it is difficult to obtain correct returns.

The remainder of the sea trade is through Antivari, a port in this province at which the Austrian Lloyds steamers touch, between which place and this merchandize is conveyed on horses, which of course greatly increases the price of everything.

The land trade is chiefly with Roumelia, viâ Prisrend, all carried on with horses.

Exports.—The principal ports of Scutari are, Antivari, Dulcigno, San Giovanni di Medua, and Durazzo.

At Autivari and Durazzo the Austrian Lloyds steamers touch weekly, and in consequence there is more trade carried on through those ports than the others.

Dulcigno is the port where the coasting vessels of the province are built, and San Giovanni de Medua receives the vessels destined for this place that are unable to enter the river Boyana.

Lighthouses.—There are two lighthouses on the coast of this province which are at Durazzo and Antivari, and belong to the Ottoman Government.

Exports.

The principle articles of exports are:—cereals, wax, linseed, oil, wool, silk, raw hides, lamb skins, hare-skins, fuel, dyewood, all of which go principally to Trieste, Venice, and Corfu; the cereals are also exported to Dalmatia and Italy.

Imports.

The chief articles of import are, cotton manufacturers, colonials, deals, drugs, metals, wines, spirits, candles, cloths, dried fruits, paper, rope, salt, rice, tanned hides, soap, red caps, all chiefly from Trieste, Venice, and Corfu.

Domestic Trade.—The domestic trade of Scutari is confined entirely to the requirements of the place, there being nothing manufactured here for exportation.

Market Prices of Goods.—The market prices of goods, owing to the difficulty and expense of transport from the sea to the town (a day's march), exceed those of the Adriatic in general.

Tariffs.—The tariffs here are the same that are in force at Constantinople.

Banks.—There is no bank in Scutari, but money is lent here upon mortgages at ten per cent. interest.

Exchange.—The rates of exchange for bills upon Trieste and Venice alone vary very slightly, according as the merchants have remittances to make. Bills upon other places are taken according to the tariff, and that not easily.

Money here has three different values, tariff, local circulation, and extensive commercial operations, which are as follows :—

	Tariff.	Local Circulation.	Extensive Commercial Operations.
GOLD.	Piastres.	Piastres.	Piastres.
Mejidié	100	105	120
Pound Sterling	110	113	130
Napoleon	86¾	90	104
SILVER.			
Mejidié	20	20½	23½
Five Franc Piece and Sicilian Dollar ..	21¾	22½	26
Spanish Dollar	23½	24	27

Weights.—The weights of Scutari are the Turkish, viz., the oke, equal to 400 Turkish drams. 3½ okes are equal to 10 lbs. English.

Measures.—The only measure here is the koshik, four of which are equal to five Turkish kilos, and weigh 100 okes. 8½ kilos are equal to one imperial quarter. Liquids are all sold by weight, as above.

AGRICULTURE.

Cereals.—The principal items of agriculture here are wheat, barley, maize, oats, and rye.

More maize is grown than anything else ; from the indolent habits of the natives, however, much smaller quantities are grown than the province is capable of.

Silk.—From a disease that has prevailed here the silk crops are at present very insignificant to what they were several years ago.

Cattle.—The province produces a fine breed of horned cattle, sheep, and goats, but scarcely any are exported.

INDUSTRIES.

There are no mines or factories in the province, the principal employment of the people is agricultural.

PUBLIC WORKS.

Roads.—The roads in the province of Scutari are all natural. The Ottoman Government has engaged an Austrian civil engineer with the view of making a road from Scutari to Antivari, and it is said afterwards from Scutari to Yakova. If these projects are carried out, both the sea and land trade here will be greatly facilitated.

Railways and Canals.—There are no railways or canals in the province.

The only bridges here, and which are hardly worthy of notice, are two in the vicinity of the town over the rivers Drin and Boyana, both of which are extraordinary structures. The crossing even on foot of either is a service of danger, and it is wonderful how the horses here manage to cross them.

Telegraphs.—There is a telegraphic line here which is connected with Cattaro in Dalmatia, and, passing through Antivari and Scutari, is carried to Durazzo, from whence it is extended to Valona, and is connected with

other lines in Roumelia. It belongs to and is worked by the Ottoman Government.

REMARKS.

From the absence of all data upon which to base a correct and useful report, and from the difficulty in obtaining any statistic information in consequence of the irregular manner in which commerce is carried on here, the present report is all that the undersigned has been able to draw up during the short time he has been here.

Scutari, January 9, 1865.

SMYRNA.

Report by Mr. Consul Cumberbatch on the Trade of Smyrna, for the Year 1864.

This port is the principal port in the Levant; and, in fact, considering its capabilities and easy access, it is unrivalled by any other port in the world, being entirely surrounded by mountains, with deep water to within a short distance of the shore.

At the entrance of the bay there is a strong fortification; the passage is narrowed to about half a mile, on account of a bank formed by the alluvial soil from the Hermus; but as this passage is well lighted and marked out the navigation is not dangerous. The anchorage is good, and the port is protected from every wind. Vessels can come alongside the quays to discharge. The bay is about six miles by eight miles, so that any amount of shipping could be accommodated.

The principal ports in the district are Scala Nuova, Adalia, Aïvali, Culoni (Myteline), Scio (Scio), Vathe (Samos), but the greater portion of the produce from these ports is sent to Smyrna. No doubt when the railway is completed and extended to Scala Nuova, a great amount of produce from the interior will be shipped from thence. All these ports, though small, are safe in most winds.

Shipping and Navigation.—The amount of shipping is annually increasing; and now that the cultivation of cotton has become so extensive, it is likely that a greater amount of tonnage will frequent this port.

Imports.

	£
Steel, Iron, Metals, Nails, &c.	168,133
Fire Arms	6,836
Bonnets, Caps, and Silk Manufactures	749,314
Butter and Cheese	166,816
Boxwood, Timber, &c.	57,808
Coffee, &c.	149,048
Cochineal, Indigo, and prepared Paint	25,976
Coal	56,294
Cloak, Cotton Stuff, Woollen Stuff, &c.	1,210,928
Drugs and Medicines	150,800
Flour, Wheat, and Potatoes	104,799
China, Earthenware, and Glass	41,912
Gold-thread, Watches, Clocks, and Jewellery	23,040
Salt Fish, Caviar, and Sausages	31,928
Cured Hides	129,328
Hardware, Paper, and Cardboard	143,513
Rum, Brandy, Wine, and Liqueurs	130,147
Sugar	63,740
Tobacco in Bales, Cigars, &c.	158,832
Sundries	161,331
Total	£3,730,523

This importation was conveyed to this port by 1,295 sailing vessels and steamers, measuring 448,807 tons of all nations, most of which latter were only part cargoes. Out of this number the British vessels were as follows:—

ENTERED.

	Total Number of Vessels.			Total Tonnage.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Steamers	93	2	95	92,482	948	93,430
Sailing Vessels	90	69	159	20,622	10,106	30,728
Total	183	71	254	113,104	11,054	124,158

EXPORTS.

	£
Valonia..	758,390
Wheat, Flour, Barley, Indian Corn, Beans, and Rice	28,527
Boxwood and Logwood	2,837
Cotton	1,674,536
Wax, Gum, and Gall Nuts	33,532
Drugs, Scamony, Opium, and Leeches	587,192
Sponges	37,404
Essence of Roses, and different objects of value ..	7,032
Figs, Raisins, and Dried Fruits	1,188,108
Yellow Berries and Oleaginous Seeds	54,340
Olive Oil	9,678
Wool and Horsehair	148,164
Lamb Skins	45,656
Silk, Cocoons, Silkworms' Eggs	103,200
Sugar and Coffee	2,777
Wine and Spirits of Wine	14,929
Carpets, Cloaks, and Caps	13,537
Soap, Salt, Cord, Tobacco, Rags, Emery, and Liquorice	123,140
Total	£4,832,979

This exportation was conveyed from this port by 1,261 sailing vessels and steamers (measuring 443,349 tons) of all nations, most of which latter took only part cargoes. Out of this number the British vessels were as follows :—

CLEARED.

	Total Number of Vessels.			Total Tonnage.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Steamers	89	6	95	88,224	5,206	93,430
Sailing Vessels	115	36	151	21,590	7,058	28,648
Total	204	42	246	109,814	12,264	122,078

The gross amount of importation to this port from Great Britain was 806,831*l.*, and the exportation to Great Britain was 2,857,520*l.*, more than one-half of the whole amount of exportation.

Coasting Trade.—The coasting trade of this district is very extensive; but, owing to the confused state of the custom-house registers, it is very difficult to obtain reliable information; and the same may be said with regard to the general trade.

The amount of salt brought here during the year was about 52,325 cwt.,

worth 19,028*l.* sterling, and about seven times that amount might be supplied.

Products.—The principal products consist of barley, wheat, indian corn, beeswax, carpets, raw silk, cotton, cotton thread, gall nuts, gums, goat's hair, hides, liquorice, madder roots, oil, opium, rags, salt, raisins, figs, sesame, valonea, wool, wine, yellow berries, tobacco, sponges, salt.

Population.—The population of the town and adjoining villages of Smyrna is as follows:—

Mussulmans	43,000
Hellenic	22,000
Greek (Turkish)	53,000
Armenians	7,800
Jews	17,000
Latin Rayah	3,700
Foreigners (out of which a floating population of 200 British and about 300 resident British)	10,000
Total	156,500

This amount is considered under the real population; but it is impossible to arrive at the actual amount.

Jewish Establishments.—There are 9 synagogues, 1 hospital, and 18 schools, with 1,040 scholars.

Greek (Turkish) Establishments.—There are 7 churches, 1 hospital, 12 schools, with 2,550 scholars.

Armenian Establishments.—There are 2 churches, 1 hospital, 2 schools, with 550 scholars.

French and Italian Establishments.—There are 4 churches, 5 chapels, 4 hospitals, 5 schools, with 965 scholars.

Mussulman Establishments.—There are 22 mosques, and 40 small chapels, 1 hospital, 8 large schools, with 600 scholars, with several smaller schools. Most people, who can afford it, have masters who go to their houses.

British Establishments.—There is 1 church in the Consulate, 1 at Boudjah, and 1 at Bournabat, both private; 1 Scotch chapel, 1 hospital, 1 school, called the English college, with about 80 scholars (boys).

Prussian Establishments.—The school of the deaconesses, with 130 scholars (girls).

Dutch Establishments.—There is 1 chapel (Lutheran) and 1 hospital.

Missionaries.—There are 8 missionaries (Protestant).

Newspapers.—The "Impartial" (French), "l'Amalthée" (Greek), and "l'Aurore de l'Ararat" (Armenian).

Trade.—The trade of Smyrna is daily increasing, the exports and imports of the past year 1863–4 making together 8,563,502*l.* sterling, which is far beyond any former year. The revenue will also serve to show a considerable increase in the trade. The last year's income amounted to 342,000*l.*; whereas, in 1862–3 it was 302,000*l.*; and in 1861–2 only 145,000*l.*

The total revenue, including the excise upon tobacco and salt, amount, for Smyrna only, without any of the adjacent custom-houses, to nearly half a million sterling.

Local Improvements.—The streets of Smyrna are very inferior, considering the great commerce and prosperity of the place. A plan is at present in contemplation for the formation of a company for repairing and draining the town; but I am afraid that without more energetic measures are adopted nothing will be done, and the only person benefited will be the individual who obtains the concession from the Turkish Government, as at present is the case with the Gas Company, which, if properly

protected and guaranteed, would prove most beneficial to the inhabitants and profitable to the company.

The usual mode of transporting goods is by camels; and as there are no roads, carriages are unknown in the interior.

The formation of a quay from the custom-house to the point some distance outside the present quay, is also contemplated.

The works of the Aïdin Railway were commenced in September 1857, the whole distance of 83 miles, 48 of which, from Smyrna to Ephesus, were completed last year, and are open to the public. During the last three months considerable progress has been made both at and beyond Ephesus Pass; but as there is tunelling, and considerable engineering work to be performed, it is impossible to say when the rails will be placed. The outlay already amounts to nearly 1,000,000*l.* sterling, and it is contemplated that 800,000*l.* sterling more will barely complete the undertaking.

The average weekly receipts amount to about 500*l.* sterling; but this is a very unfair estimate, as it is my opinion that when the line is terminated the receipts will be quadrupled, as at present a large portion of the products from the interior are still brought direct on camels, whereas, hereafter, the cultivators will avail themselves of the railway. Mr. T. R. Crampton, of London, has the contract for this line.

The Cassaba Railway will extend 58 miles, with a branch of three miles to Bournabat. It is contemplated that this line will be finished in the spring of 1866, that is about two years after its commencement. 800,000*l.* is the estimated capital required. At present the shares are not in the market, and in all probability they will be kept in the hands of the projectors. The works are going on very favourably, as there are few difficulties to contend with; and no opposition has been experienced in the expropriation of land, as the value has always been paid with exactitude. Mr. Edward Price, of London, is engaged in this undertaking.

It is intended hereafter, if the line succeeds, to prolong it to Oushak, a distance of 180 miles from Smyrna. The population of the district from which the line will derive its traffic amounts to about 800,000. The various productions are calculated at 200,000 tons annually. The average charge will be about 3*d.* per ton per mile, whereas, now it is about 11*d.* per ton per mile; and the time employed in conveyance will be twelve hours, in lieu of ten or twelve days.

The cultivation of cotton has become more particularly developed in the district where this line runs, as the soil appears more suitable to its growth.

Local Land and Water Communication.—There is weekly communication by steamers with most of the outports—Constantinople, Europe, Syria, and Egypt—and an almost daily communication, by post, to the inland towns.

The telegraph line is still interrupted between this and the Dardanelles *via* Scio, but it is contemplated placing a line direct by land from hence to the Dardanelles.

Cultivation of Cotton.—The cultivation of cotton is on the increase, but the quantity realized from this year's crop is, as yet, unknown, although it must be very far below the anticipated amount, on account of the late continual rains. There is no doubt that a larger amount of land will be prepared for cotton this year than last, as the result is far more profitable to the cultivators than any other agricultural production, even calculating the numerous casualties against the crop; and as the farmers have found out the different localities favourable to the growth of cotton, much disappointment will be avoided.

There are four steam and hydraulic cotton presses at Smyrna, and one

steam cotton gin. In the interior, there are two steam gins at Menemen, two at Magnesia, two at Aïdin, and one at Baïndir. There are also seven steam flour mills at Smyrna in full work.

There has been lately established a depôt for the sale of machinery of all descriptions by Messrs. Sims, and it is likely to succeed very satisfactorily.

Cattle Disease.—During last spring there was considerable mortality amongst cattle of all descriptions, more especially the horned cattle. The disease disappeared during the summer, but has lately returned with the cattle from the interior, and no doubt the malady will spread. No remedy appears to have been found for this disease, which is called typhus fever. The animal is suddenly attacked in the brain, and in three or four hours falls dead.

The general state of the pashalic of Smyrna is tranquil, and the roads are free from robbers. Much credit is due to the energetic, and, at the same time conciliatory, measures adopted by his Excellency the Governor-General Cabouli Pasha.

Smyrna, November 30, 1864.

TRIPOLI.

Report by Mr. Acting Consul-General Walker on the Trade of Tripoli for the Year 1864.

Exports.

On account of the prohibition by the Turkish Government of the export of horses, oxen, and sheep, which were shipped in great numbers from this Regency last year and the commencement of the present one, in order to supply the large demand of the Egyptian market, "in consequence of the sad havoc caused by the murrain that for the last two years has been raging in that Viceroyalty," one of the chief exports has been brought to an abrupt termination.

Salt.—The exportation of salt also direct from this port has been for some time since discontinued," in consequence of the lakes from whence it is extracted being some distance from the town of Tripoli, and the expense formerly defrayed on the porterage being extremely high; it is now, therefore, shipped direct at the nearest point from whence it is farmed.

Corn.—The trade in corn, owing to the abundant harvest last year, and the great demand that has been made to supply the Malta and Sicilian markets, has been extremely brisk.

Cattle.—Camels have been exported in small quantities to Egypt, and have brought high prices, but owing to the restriction on the export of cattle in general, any vacuity caused by the great numbers shipped from this Regency for the last two years to supply the Malta and Egyptian markets has been more than filled up.

Dates.—The date, as well as the olive crop, have been such as to satisfy the most sanguine expectations, and the trade of the latter has sensibly increased, as during last year, owing to the establishment of an English house at this place, there has been a direct line of communication with England, and large consignments have already been made. There has been nothing material to mark the increase or decrease in wool, bone, ivory, madder root, or ostrich feathers.

Butter.—Large shipments have been made in butter to the Levant and Alexandria.

Imports.

Cotton.—From the accumulation of cotton fabrics in the Malta and Leghorn depôts since the American war began, the importation of cotton goods into this Regency for the last six months has been very abundant, in fact, sufficient to supply the wants of the inhabitants, as well as traders from the interior, for some time to come.

Wine.—Vines are cultivated to some extent, and flourish exceedingly well all along the coast, and excellent wine might be made therefrom; but, owing to the ignorance and want of energy of the natives, no advantage is therefore derived.

Distilleries have been introduced by some of the Maltese merchants resident here for the making of alcohol, but this spirit is never exported.

The passage along the narrow chain of rocks which is necessary to be passed by vessels entering the port of Tripoli was marked by four buoys, which facilitated excessively the entrance and clearing of ships; but, unfortunately, during the heavy gales that visited the coast last spring,

they have all either been carried away or entirely disappeared. It is expected that the plan proposed during the stay of H.M.S. "Hydra" here, by Captain Spratt, C.B., the officer in command, of securing the harbour effectually in all weathers, and which has been favourably received at the Porte, will be commenced shortly.

A first-class steamer, of 165 tons burden and 75 horse power, is now under course of construction at Glasgow for the Sheik-ed-Bled of this town, which is to ply regularly between this port and Malta, and great hopes are now entertained that the irregularities during the winter months, caused by the imperfection of the machinery of the Turkish steamer employed on this line, which, immediately the boisterous weather commences, is rendered useless, may now be entirely surmounted.

The rate of exchange has remained firm at 110 Turkish piastres.

General Remarks.—The country already begins to show forth the good effects caused by the abundant downfall of rain which has visited this Regency, and the young grain looks extremely promising, and great hopes are entertained of a plentiful harvest this year. About the commencement of March the market here is plentifully supplied with cattle, poultry, and most European vegetables; and a month or so later, in grapes, nectarines, peaches, plums, pears, almonds, figs, apples, and melons are in season, and are brought down by the Arabs to the bazaar which is held twice a-week. In fact, owing to the yielding properties of the soil, and the quick succession of crops, there is no country more gifted by nature than this; but, from the heavy taxation levied by the governors of districts, and the inert laziness of the inhabitants, who generally live from hand to mouth, no due advantage is derived therefrom; and large tracts of land, which were formerly designated under the name of the Granary of Carthage by the ancients, on account of the abundant yield of grain derived therefrom, are now a wild and abandoned waste.

Tripoli in Barbary, December 31, 1864.

UNITED STATES.

BALTIMORE.

Report by Mr. Consul Bernal on the Trade of Baltimore during the Year 1864.

Owing to its position on the borders of the scene of warfare, Baltimore has not shared in the apparent prosperity that has attended commercial operations in the Atlantic cities lying north of her. She depends so much on the Southern trade—now entirely cut off—and on the facilities of transport afforded by the Baltimore and Ohio Railway, that—this latter having been liable to constant interruptions by the Confederates, and, when not so interrupted, being greatly taken up with Government business, much of the Western produce that would otherwise have come here has been directed to Philadelphia and New York. Some fillip to business has, however been given by Government contracts for the armies operating, so to speak, in this section of the country.

The exports for the year amounted to 12,362,448 dollars, and the imports to 6,076,299 dollars, but when the very high rates that have ruled for gold, and the enhanced value at the place of production of many of the articles imported, are taken into account, the increase is, in reality very fictitious.

The exports of candles, copper, lumber, shooks, and leaf tobacco show, an increase, while those of bacon, butter, corn, lard, manufactured tobacco and wheat were less in quantity.

There was an increase in the imports of coffee, hides, iron, and salt, but on the whole there was but little variation in the amount of business, from that of the preceding year.

The following Table shows the value of the imports and exports for the last ten years :—

Years.	Imports.	Exports.
	$	$
1855	7,772,591	11,675,996
1856	10,140,838	13,362,252
1857	11,054,676	11,398,940
1858	7,954,422	10,235,890
1859	10,408,993	8,724,261
1860	9,379,121	10,913,170
1861	5,534,411	11,471,790
1862	3,466,458	10,346,164
1863	5,386,704	9,967,903
1864	6,076,299	12,362,448

The following Tables show the comparative exports and imports of some of the principal articles of commerce during the last three years :—

Exports.

Articles.	1864.	1863.	1862.
Bread .. .. packages	25,876	19,700	26,797
Beef .. .. .. tierces	1,316	1,193	1,750
„ .. .. barrels	1,769	374	1,174
Bacon .. .. .. lbs.	557,085	4,748,100	2,778,400
Butter .. .. .. „	139,768	295,000	300,000
Cheese .. .. .. „	222,169	165,000	192,627
Corn .. .. bushels	101,544	271,016	879,781
Candles .. .. .. lbs.	661,468	523,900	558,000
Copper .. .. .. „	422,180	..	..
Flour, Wheat .. barrels	333,042	326,450	361,158
Lumber .. .. .. ♯	212,467	150,000	67,091
Lard .. .. .. lbs.	2,500,564	3,567,900	5,773,272
Pork .. .. barrels	5,803	6,173	11,716
Rye, Oats, &c. .. bushels	20,000	25,000	27,138
Shooks and Heads packages	125,970	..	40,000
Sugar, refined .. .. lbs.	430,386	..	980,235
„ raw .. .. „	972,000	..	..
Tobacco, leaf .. hogsheads	45,252	37,943	48,831
„ manufactured .. lbs.	63,827	90,000	152,614
Wheat .. .. bushels	60,092	84,374	515,281

Imports.

Articles.	1864	1863.	1862.
Coffee, Rio.. .. .. bags	91,184	73,957	77,775
Fish from British Provinces—			
Mackerel .. barrels	1,266	2,378	3,151
Herrings .. .. „	2,454	8,773	6,838
Codfish .. .. tierces	45	705	355
„ .. .. qtls.	..	655	5,619
„ from Domestic Ports—			
Mackerel .. barrels	29,840	25,187	37,098
Herrings .. .. „	20,989	10,028	28,285
Hides—			
Buenos Ayres / Monte Video .. No.	17,176	15,258	21,163
Pacific .. .. „	9,140	14,424	8,743
Porto Cabello .. „	193	..	1,574
Pernambuco.. .. „	10,100	..	..
Other Foreign Ports „	3,767	1,179	1,920
Coastwise .. .. „	7,192	142,000	136,211
Iron .. .. .. bars	24,376	21,800	20,871
„ Pig .. .. .. tons	1,928	520	1,132
„ .. .. bundles	19,218	13,400	13,711
„ Railroad .. .. tons	..	150	..
„ „ .. .. bars	32,844	1,816	..
Salt, from—			
Liverpool .. tons / sacks	50 / 114,236	92 / 59,573	10 / 223,821
Coastwise .. .. „	23,848	10,240	1,946
West Indies .. bushels	77,978	25,956	41,658
Sugar from—			
Foreign Ports .. hhds.	19,421	22,049	26,616
„ „ .. tons	435	778	..
„ „ barrels	5,146	6,046	..
„ „ .. boxes	8,184	12,703	5,899
„ „ .. bags	12,814	25,679	41,356
Coastwise .. .. hhds.	2,640	2,072	7,605

Coffee.—The consumption of this article increased throughout the country, being 395,215 bags in 1863, and 535,311 in 1864. This was no doubt owing in a great measure to the Government demand, which amounts to 22,000 bags per month. The following Table shows the price of coffee, and the stock on hand, at Baltimore, on the 1st of each month during 1864:—

Date.	Stock.	Rio.		La Guayra.		Java.	
		cts.	cts.	cts.	cts.	cts.	cts.
January	700	33½	to 34½	..	to ..	..	to ..
February..	3,300	33	34	33	35	38	40
March	5,000	35	36	36	38	42	44
April	3,000	38	40	..	..	43	45
May	7,000	45	47	46	47	..	..
June	24,500	42	44	45	47	..	..
July	30,000	44	46	43	45	52	..
August	30,500	50	52	50	52	55	57
September.	23,700	48	50	50	51	55	60
October	18,400	37	39	40	42	45	50
November.	13,000	41	43	40	43	45	50
December	12,000	42	44	43	45	48	52

The imports of coffee for the last four years have been as follows:—

At	1864	1863	1862	1861
	Bags.	Bags.	Bags.	Bags.
New York.	555,905	284,591	327,744	530,834
Baltimore.	91,184	73,957	77,775	137,300
Philadelphia	19,003	1,667	17,202	57,699
Boston	..	..	9,178	8,288
Southern Ports	..	..	..	167,747
Total	666,092	360,215	431,899	901,808

Flour.—The returns of flour inspected during the last year show a decrease of 69,425 barrels, while there is a trifling increase in the amount exported. The Government have taken on an average 15,000 barrels a month. Prices ruled low and steady during the first six months of the year, but ran up on the invasion of the state by the Confederates.

Prices of Howard-street, Ohio, City Mills, and Ohio Extra, on the 1st of each month during 1864:—

Date.	Howard-street		Ohio.		City Mills.		Ohio Extra.	
	$		$		$		$	
January 1	7⅛	to 7¼	7	to 7⅛	7⅛	to 7¼	7½	to 7⅝
February 1	7	..	7	7⅛	7	..	7⅛	..
March 1	7	..	6⅞	7	7	..	7⅜	7½
April 1	6½	6⅝	6⅜	6½	6⅝	..	7	7¼
May 1	7⅞	8	7¾	7⅞	7¾	8	8¼	8⅜
June 1	7⅝	7¾	7¼	..	7⅝	7¾	8⅛	8¼
July 1	9	9¼	9	9¼	9	..	9¾	10
August 1..	11½	11¾	11½	..	11½	..	12	..
September.	11⅝	11¾	11⅜	..	11¾	..	12	12¼
October 1..	9¾	10	9¾	10	9¾	..	10¼	..
November 1	10⅝	10⅞	10⅜	..	10¾	..	11¼	11½
December 1	11	..	11	..	11	..	11¼	11½

Flour inspections in Baltimore during the last five years :—

	1864	1863	1862	1861	1860
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
Howard Street . .	316,429	317,229	316,396	340,449	368,647
City Mills	410,219	437,638	374,140	308,589	299,927
Ohio	240,383	278,153	212,989	154,711	165,314
Family	66,402	69,838	64,107	86,655	132,627
Total	1,033,433	1,102,858	967,632	890,404	966,515

Exports of flour from Baltimore for the last four years :—

Destination.	1864	1863	1862	1861
	Barrels.	Barrels.	Barrels.	Barrels.
Great Britain	20,509	39,809	57,335	74,632
Hanse Towns	1,242	330	2,485	2,722
Holland	3,259	3,817	2,994	1,774
France	..	..	..	..
Brazil	170,594	157,286	163,807	157,786
River Plate	12,286	933	15,872	25,313
British North American Provinces . .	14,430	33,412	28,817	21,958
Venezuela	1,369	..	1,962	300
West Indies	98,969	83,473	81,487	87,473
Other Ports	11,424	7,331	5,514	4,060
Total	334,082	326,191	360,273	376,018

Grain.—The receipts show a falling off of nearly a million of bushels, being 5,320,323 against 6,222,114 bushels for 1863. There was very little demand for wheat for exportation, only 60,092 bushels having been thus disposed of. The same held good as regards Indian corn, only 101,544 bushels having been exported.

The following statement shows the receipt and distribution of wheat and corn during 1864 :—

		Bushels.
Wheat.		
Receipts per Corn Exchange Books		1,537,830
„ not reported		422,262
Total		1,960,092
Which were disposed of as follows :—		
Taken by City and Neighbouring Millers . .	1,750,000	
Foreign Export	60,092	
Shipped Coastwise, and Stock	150,000	
		1,960,092
Corn.		
Receipts per Corn Exchange Books		2,286,003
Which was thus disposed of :—		
Foreign Export	101,544	
Shipped Coastwise	200,000	
Ground by City Millers	200,000	
Taken by Distillers	300,000	
Local Consumption, and Stock	1,484,459	
		2,286,003

Comparative quarterly price of wheat during 1864, 1863:—

Date.	1864.				1863.			
	Red.		White.		Red.		White.	
	$	$	$	$	$	$	$	$
January 1	1·50	to 1·70	1·80	to 2·00	1·40	to 1·50	1·55	to 1·75
April 1	1·50	1·70	1·65	2·03	1·70	1·75	1·80	2·00
July 1	2·00	2·35	2·00	2·50	1·50	1·55	1·70	1·90
October 1	2·00	2·25	2·50	2·70	1·35	1·50	1·65	1·90

Comparative quarterly price of corn during 1864, 1863:—

Date.	1864.				1863.			
	Yellow.		White.		Yellow.		White.	
	$	$	$	$	$	$	$	$
January 1	1·15	to 1·17	1·11	to 1·14	0·69	to 0·75	0·75	to 0·76
April 1	1·18	1·20	1·17	1·18	0·94	0·95	0·94	0·95
July 1	1·60	1·62	1·57	1·59	0·94	0·95	0·93	0·96
October 1	1·65	1·68	1·85	1·88	1·03	1·05	1·02	1·03

Comparative quarterly price of oats and rye during 1864, 1863:—

Date.	1864.				1863.			
	Oats.		Rye.		Oats.		Rye.	
	cts.	cts.	$	$	cts.	cts.	$	$
January 1	88	to 92	1·50	to 1·55	40	to 48	0·85	to 0·88
April 1	88	90	1·45	1·50	60	65	1·04	1·06
July 1	93	95	1·74	1·75	48	55	1·08	1·10
October 1	90	91	1·50	1·65	58	63	1·00	1·10

Comparative receipts of grain for four years:—

	1864.	1863.	1862.	1861.
Wheat .. .. bushels	1,960,062	2,329,058	2,263,312	2,635,865
Corn .. .. „	2,286,003	2,201,983	3,220,189	2,490,374
Oats .. .. „	946,710	1,603,212	1,274,720	1,353,100
Rye .. .. „	55,518	45,361	66,964	76,383
Peas .. .. „	12,000	12,500	12,000	10,000
Beans .. .. „	60,000	30,000	20,000	7,000
Total	5,320,293	6,222,114	6,857,185	6,572,723

Guano.—The importation of this article from Peru has entirely ceased, but a company has been formed in this city, under the title of the "Navassa Guano Company," to work the deposits of superphosphate on the island of that name, which is one of the dependencies of Jamaica.

Petroleum—The export of this article from this port amounted to 929,971 gallons against 915,866 in 1863. The number of refineries in the city has not increased, more than one having been destroyed by fire. Several companies have been formed to work lands in Pennsylvania, Western Virginia. The latter promises to offer a wide and lucrative field for operations of this character, and almost all of the oil found there will find its way to this city over the Baltimore and Ohio Railway. But for

this, as well as for the development of the immense coal-fields of that region, peace is imperatively needed.

Provisions.—The export trade has not been considerable, but a very large and remunerative business has been done in Government contracts.

Comparative quarterly price of provisions during 1864 :—

Date.	Mess Pork.	Lard, Brls.	Bacon, Shrs.	Bacon, Sides	Hams.
	$	$	$	$	$ $
January 1	20½	13	8	9¼	13 to 14
April 1..	23¾	14	10¾	12	15 17
July 1	43	19	16	17	26 30
October 1	42	24	20½	21½	24 26

Comparative price of mess pork in January and December during 1864, 1863, 1862.

Date.	1864.	1863.	1862.
	$ $	$ $	$
January	23 to 23·50	15·75 to 16·00	12·75 to 13
December	41 41·50	18·00	13·50 13·75

Export of provisions from Baltimore in 1864, 1863, 1862, 1861 :—

	1864.	1863.	1862.	1861.
Beef .. .. tierces	1,316	300	1,750	694
„ .. .. barrels	1,769	1,267	3,174	647
Pork .. .. tierces	..	..	39	..
„ .. .. barrels	5,803	6,173	11,716	7,302
Bacon .. .. boxes	..	10,038	7,692	..
„ .. .. lbs.	577,085	742,900	1,240,000	1,805,387
Lard .. .. kegs	41,800	59,465	111,330	51,133

Tobacco.—On the 1st of January, 1864, the stock in the several state warehouses amounted to 21,560 hogsheads; to which are to be added the number inspected, 52,619 hogsheads, making a total supply of 74,179 hogsheads. The stock on hand on December 31st, 1864, including 2,700 hogsheads shipped, but not cleared, was 20,938 hogsheads. The stock of Maryland on the 1st of January, 1864, was about 12,000 hogsheads; the inspections amounted to 29,518, making a total supply of 40,518 hogsheads. The inspections are 8,000 less than in 1863, and smaller than in any year since 1855. It is believed that the new crop will prove still smaller, and future production will altogether depend on what arrangements as to wages, labour, &c., the planters will be able to make with their late slaves. Of Ohio, 21,961 hogsheads were inspected, being nearly 5,000 in excess of 1863. Of Kentucky, only 1,982 hogsheads were received. The bulk of this crop now goes to New York, instead of—as formerly—New Orleans.

January 1, 1864, stock in warehouses and on shipboard not cleared, 21,560 hogsheads.

Inspections for 1864—		
Maryland	28,518	hogsheads.
Ohio	21,961	„
Kentucky	1,982	„
Virginia..	67	„
Missouri and Illinois	91	„
	52,619	„
	21,560	„
	74,179	„

Exported, 1864.

To Bremen	15,686	hogsheads.
„ Amsterdam	4,940	„
„ Rotterdam	12,287	„
„ France	7,459	„
„ England	2,485	„
„ Spain	2,280	„
„ West Indies	227	„
„ Other Foreign Ports	8	„
Coastwise and consumption, including 2,700 shipped, but not cleared	10,569	„
	55,941	

December 31, 1864, stock in warehouses, 18,238 hogsheads.

Quarterly Statement of Price of Maryland, Ohio, and Kentucky Tobacco in 1864.

	January 1.		April 1.		July 1.		October 1.	
Maryland—	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Common	7½ to	8½	8 to	9	8 to	9	9 to	10
Middling	10	11	10½	11½	13	16	14	18
Good to fine Mown ..	11	13	12	15	16	20	18	25
Fancy	14	17	16	20	20	25	25	30
Ohio—								
Common	8	9	8	9	9	11	8	12
Brown and Spangled..	10	11	9½	11	12	14	13	17
Good and fine ditto ..	11½	14	12	14	15	17	18	25
Fancy	12	15	14	17	18	20	25	30
Kentucky—								
Common Eyes ..	12	14½	11	12½	13	18	12	15
Good to fine Leaf ..	17	20	15½	20	20	24	22	28
Light and Heavy Selections.	20	28	20	28	30	40	48	50

Inspection, Exports, and Stocks of Tobacco at Baltimore during the last ten Years.

Years.	Inspections.	Exports.	Stocks.
1864	52,619	45,370	18,238
1863	55,975	44,137	21,560
1862	58,639	55,477	..
1861	67,571	56,537	..
1860	92,838	68,334	..
1859	62,801	55,974	..
1858	70,669	66,532	..
1857	47,305	47,568	..
1856	52,852	55,792	..
1855	39,558	36,392	..

63,877 lbs. of manufactured tobacco were exported as against 103,187 lbs. in 1863.

Whiskey.—16,000 barrels were distilled in the city, and 40,190 barrels were received from other sources. It is estimated that 150 barrels are daily consumed in this town, The present excise duty is 2 dollars a gallon, and the price about 2 dollars 35 cents.

Table of Exports to the West Indies and British Guiana in 1864, 1863, and 1862.

Articles.	1864.	1863.	1862.
Flour .. .. barrels	98,969	83,447	79,872
Rye .. .. .. „	40	70	152
Meal .. .. .. „	24,834	22,477	27,027
Bread .. .. .. „	22,959	16,177	13,714
Corn .. .. bushels	53,524	55,547	90,035
Wheat .. .. .. „	..	..	..
Peas and Beans .. .. „	3,401	700	3,025
Butter .. .. pounds	159,890	168,112	191,289
Cheese .. .. .. „	193,021	133,373	179,421
Lard .. .. .. „	1,804,662	1,591,517	1,632,803
Hams .. .. .. „	365,389	402,700	320,315
Beef .. .. barrels	817	374	253
Pork .. .. .. „	8,535	4,225	5,345
Tobacco (Manufactured) „	500	3,206	12,418
Candles .. .. .. „	627,632	436,421	498,590

Dry Goods.—These are principally purchased in New York, and the actual importations into this port are estimated at about 49,122 dollars, principally Scotch linen goods. Domestics have been the principal staple sold; terms, nett cash on ten to thirty days. Woollen goods the same, with a discount of 4 per cent.

Freights.—Business to European ports has been principally confined to shipments of timber, tobacco, and petroleum. Very little flour or grain has been exported. For large vessels rates have ruled low, while medium and small class vessels have been in better demand at higher rates.

Money has at times been very tight during the past year, owing to heavy Government loans, and to the immense extent of speculation not only in stocks and shares, but also in every kind of produce. Although 6 per cent. is the legal rate, considerably higher terms are asked, and 8 per cent. would be about the average of the past year.

The following Table shows the highest and lowest rate of gold during each of the past twelve months.

	Lowest Price.	Highest Price.
	£	£
January	151	160
February	157	160
March	159	169
April	166	187
May	168	190
June	189	251
July	222	285
August	231	262
September	185	255
October	189	229
November	209	260
December	211	244

The following statement shows the debt of the city of Baltimore:—

	$ c.	$ c.
Approximate Statement of the Stock Debt of the city of Baltimore, December 20, 1864		18,009,225 90
Guaranteed Loan:—		
North-West Virginia Railroad	1,500,000 00	
York and Cumberland	500,000 00	
Western Maryland	200,000 00	
		2,200,000 00
Total Stock and Guaranteed Debt		20,209,225 90
Less Sinking Fund	6,047,677 13	
North-West Virginia Road Company ..	1,205,000 00	
Premium on Baltimore and Ohio Bank Stock	82,500 00	
		7,735,177 13
		12,874,048 77

The following loans will be paid by the parties for whose benefit they were made:—

Baltimore and Ohio Railway Company ..	4,100,000 00	
Pittsburg and Connellsville Railway Company	1,000,000 00	
York and Cumberland Railway Company ..	500,000 00	
West Midland Railroad Company	153,000 00	
Northern Central Railroad Company ..	850,000 00	
		6,603,000 00
		6,271,048 77

The following parties pay their own interest and expenses, viz.:—

Water Department	3,800,000 00	
Park Commissioners	723,966 25	
		4,523,966 25
Leaving to be paid by taxation		1,747,082 52

One of the most remarkable and meritorious institutions of the city of Baltimore is the Fire Department. Ten years ago under the volunteer system, which, singular to say, still holds good in some parts of the country, the town was notorious for the frequency of its fires, and the scenes of violence and lawlessness which attended them. The present department consists of six steam fire-engines, drawn by two horses, and worked by thirteen men, each accompanied by a tender carrying wood, and a drum, drawn by one horse, on which is wound the hose. There are also two hook and ladder companies. The whole annual expense of this establishment is about 13,000*l*. But one of the most potent adjuncts of the department is the fire-alarm telegraph. This is a wire which runs through the city, and is connected with some ninety signal stations. These stations are cast-iron boxes on a post, of which a key is kept at the nearest house. Every policeman is, in addition, provided with one. On opening the box a crank is seen, by turning which a bell is rung at the central station, and the number of the box from whence the alarm is sent is recorded by an "improved Morse Register." The operator immediately communicates the number of the district where the fire has broken out to every engine-house, and four engines, with fires lighted, and men equipped, can be started in two minutes from the time of an alarm being struck. An instance is on record of an engine being at a fire three-quarters of a mile from its house, ready to go to work in six minutes from the time the crank was turned.

The following Table shows the diminution that has taken place in the rates of insurance, per hundred dollars.

	1850.	1860.
	c.	c.
Dry Goods	65	40
Hardware	75	50
First Class Dwellings	30	25
Furniture in Dwellings.. ..	50	40
Wholesale Groceries	65	40
Liquors in Casks and Glass ..	75	50
Warehouses (Storages)	65	40

102 actual fires occurred during 1864, involving a loss of $169,566 08, on which there were insurances amounting to $142,954 38. The four principal fires, with a loss of $54,209 59, were respectively three coal oil factories and an Italian brig in the harbour laden with that article. Many of the minor fires also occurred from the use of this article in lamps. It appears to be the practice to adulterate coal-oil with benzine, which at a temperature of 80 degrees turns into gas, bursting the lamp, and igniting the inflammable substance. While pure oil costs 1 dollar the gallon, the adulterated oil can be sold at 70 cents. Purchasers can easily test the oil by pouring a small quantity into a saucer, and applying a lighted match to it. If pure, it will be found very difficult to ignite, but if adulterated it will very readily catch fire, and should be rejected.

By the new Constitution, which was carried on the 12th and 13th of last October, Maryland became a Free State. For many years past there has been a growing conviction that slavery did not pay, and that the material interests of the state would be greatly furthered by its abolition. Nothing but the immense agitation and acrimony of party, which has finally plunged the country into the present disastrous war, prevented the consummation of this idea. Men who were willing of their own free will and in their own way to carry out the scheme, refused to be bullied into it. It has now been done under colour of an election which the principal legal talent of the state declared to be unconstitutional. The amount of capital represented by the slave population of Maryland at the commencement of the war was over thirty millions of dollars. It is not likely that any compensation will ever be voted by Congress for this loss, but it will undoubtedly be made up in a few years by the increased value which will be given to all kinds of real estate by the amount of capital and emigration which will be attracted to the natural advantages and resources of the State as soon as peace shall be restored.

Baltimore, February 14, 1865.

BOSTON.

Report by Mr. Consul Lousada on the Trade and Commerce of Massachussets for the Year 1864.

The year just terminated has been one of the most remarkable in the United States' history. The country has passed through many trials. To subdue the formidable rebellion still arrayed against the Government, a vast amount of money and men have been called for, and the people have responded. With many victories and disasters, scarcely an individual desires or would consent to peace on any terms short of the integrity of the Union.

The ordeal of a Presidential election, which it was then predicted would be a turning point—the precursor of civil war in the free states—passed off peacefully and quietly, with less than even the usual disturbances. Taxation to as great, or even a proportionally greater extent, than European Governments have ever attempted, has been imposed, and the burthen borne cheerfully by all classes; whilst the trials of the coming year (1865) do not seem to alarm the people, or thwart their determination to restore the Union.

While passing through this ordeal, it is surprising to witness the activity, the energy, and prosperity still manifested on all sides. With over a million of men withdrawn from the productive pursuits, manufactures are increasing rapidly in quantity and value; mineral and agricultural wealth is daily becoming more developed; and the exports, even without the assistance of cotton, amounts to formidable figures. The newly-discovered oil regions of Pennsylvania and Virginia have, in a few years, furnished an article that already finds its way to all quarters of the world, the exports of the year amounting to about 32,000,000 gallons, and the entire value of the production estimated to amount to 50,000,000 dollars.

There is a time coming when there will be a great shrinkage in the value of all leading articles, and business men here are preparing for such a crisis. The turning point from war to peace will be a trying one to holders of merchandise; hence importers, manufacturers, and retailers are moving very cautiously. Although peace is not looked for at an early day, circumstances may bring it about sooner than many expect; and the future is, therefore, full of doubt and uncertainty. The successful march of General Sherman through the Southern country, and the capture of one of the principal cities of the seaboard, almost without opposition, may induce the South to submit to terms of peace at an early day; and to this end must also greatly tend the capture of Fort Fisher, which, although occurring a few days later than 1864, yet bears so directly on the present remarks that I mention it. It will quite stop the blockade running business at that port, and force other inlets to be attempted, such, probably, as the Florida coast offers in quantity, but requiring vessels of lighter draught. The trade generally, however, hold but comparatively small stock of goods, as purchases for some time have not been beyond actual wants. It is believed, also, that peace would open trade with all sections of the country, and lead to such a demand for goods as to check any very rapid decline in prices. The market for merchandise during the year has been very much excited and fluctuating, and prices will be unsettled and uncertain until the termination of the present struggle. Gold has been the great regulator during the year,

and as its currency value has varied almost every fifteen minutes in the day, business men could make no reliable calculations for the future. There has, therefore, been less speculation than in previous years, buyers not being disposed to hold any considerable amount of goods when a successful movement of the army might materially alter prices. The possibility of a great change has even limited the wants of the consumer, and goods that have been forced up by the rebellion have been purchased only when parties could hold back no longer.

The failure of the corn crop in 1863 has materially enhanced the value of many articles of necessity. Pork, beef, butter, cheese, and other produce have in consequence ruled very high during the year, and must continue so for the present on account of the scarcity of all kinds of feed. The corn crop of 1864 is generally admitted to be a very good one, and a reaction in prices is looked for as soon as navigation opens in the spring. Flour, however, has been sold at very reasonable prices during the year.

Fisheries.—The fisheries were never more prosperous, and high prices have been obtained. The catch of mackerel must show a large increase over previous years, as they were at times quite abundant all along the coast. The demand has been very good during the year, and all kinds arriving have found a ready sale at full prices. The Government now supply the army with more or less fish, and some considerable purchases of mackerel, hake, and codfish have been made for that purpose. There has been, in consequence, a large increased demand for consumption, and notwithstanding the great catch of mackerel, stocks are not large for the season.

Freights.—The freighting business still labours under many disadvantages. Shippers of merchandise give preference to a neutral flag, and no decided change can be looked for until the war is terminated. Vessels of all kinds have, however, been fully employed during the year at remunerative rates, and now pursue their respective voyages with less fear of capture.

Comparative Value of Leading Articles.—The comparative value of some of the leading articles of domestic produce received for 1864 as compared with 1863 are as follows:—

Articles.	1864.	1863.
	$	$
Cotton	34,000,000	18,000,000
Flour	14,000,000	11,500,000
Corn	2,500,000	1,500,000
Oats	1,500,000	1,000,000
Coals	7,000,000	5,500,000
Hides	3,000,000	1,700,000
Leather	17,000,000	15,500,000
Provisions	7,000,000	5,200,000
Naval Stores	300,000	350,000
Butter and Cheese ..	5,500,000	3,500,000

Money.—Money has ruled quite easy throughout the year, the rates ranging from 5 to 12 per cent. for first-class paper, the principal transactions having been from 6 to 8 per cent.

Gold.—Gold opened in January last at 151½ to 152, and the rates steadily but gradually improved, until the passage of the Gold Act in June last, when the market became completely unsettled, and prices rapidly advanced, touching 285 on the 11th July, the highest point of the year. For the past six months the market has been very unsettled, more changeable than ever, going down in September last to 185,

and creating thereby quite a panic in merchandize Then the market soon rallied, and from 209¾ to 260 have been the current rates the past two months, ruling principally in the range of 220 to 240.

Specie.—The exports of specie have been as follows:—In 1864, 528,305 dollars against 2,758,342 dollars in 1863.

Arrivals and Clearances.—The arrivals from foreign ports for the year 1864 as compared with 1863 are:—

	Ships.	Barques.	Brigs.	Schooners.	Total.
1864..	113	383	682	1,832	3,010
1863..	98	328	637	1,917	2,982

Besides, 61 steamers arrived, and 60 cleared during the year.

To avoid tabular returns, I propose to simply give the products received in 1864 as compared with 1863, arranged alphabetically, so that by glancing on any one article the difference as to quantity and price may be at once noticed.

Ashes.—The quantity of ashes imported were 3,906 casks against 4,097. Prices ranged from 8¾ to 14 cents against 6¾ to 9¼ cents in previous year.

Coals.—Coals imported from Great Britan and the provinces were 188,786 tons against 180,445. Prices 8 to 14 dollars against 6 to 8 dollars. Of the above, only 17,623 tons were from Great Britain, showing an increase of 18,859 from the provinces, and a falling off of 18,518 tons from Great Britain.

Cocoa.—11,990 bags against 7,209 in 1863.

	1864.		1863.	
Copper—	c.	c.	c.	c.
Sheathing has brought	46 to	65	37 to	46
Metal	34	50	25	34
Ingot Copper	39	54	36	39

Coffee Imported.—Number of bags, 1,085 against 390. Pockets 36,456 against 2,500. St. Domingo and Cape brought 29 to 46 cents against 23 to 32½ cents; Java, 40 to 45 cents against 33 to 39 cents. Low-priced substitutes are now generally used owing to the high cost, and consumption is general is limited.

Exports.—1,098 against 2,509 bags in 1863.

	1864.		1863.	
Cotton.—Prices of—	c.	$ c.	c.	c.
Middling	70 to	1 90	50 to	92
Good Middling	74	1 92	55	95
Middling Fair	78	2 00	..	

Stock on hand, 300 bales; total imported, 77,890, of which 1,206 from Liverpool against 66,230 in 1863. Total exports, 826 against 1,172.

Domestic Manufactures.—The present rates of brown sheetings and British drills are very high, 60 to 62½ cents per yard, and unless more liberal supplies of the raw material come forward, goods must continue very scarce and dear for some time to come.

The exports have been 245 packages against 438 in 1863. Previously they used to average from 35,000 to 40,000 packages per annnm.

Dyewood.—The importations have varied little from 1863, being about 15,000 tons of logwood and 17,000 of fustic; but there was no sapan wood in 1863, and this year there was received about 7,036 tons. Prices,

however, were augmented on all kinds about one-third. The exports were 9,400 tons.

Fish.—The same remark as to price will apply here. No. 1 realized from 14 to 30 cents against 10 to 15 cents in 1863, and so through all the classes. The imports of mackerel from the provinces were 37,502 barrels against 31,110 in 1863; of codfish, 5,187 against 25,583; and of all other sorts about 88,632 barrels against 92,707 in 1863. The exports have been 304,755 against 354,550 barrels of all kinds.

Flour.—Flour has hardly been so dear in proportion as other articles. There has been a full average export for the provinces, but otherwise the export trade has been light.

The total receipts for 1864 were 1,346,403 against 1,444,063 barrels, and the exports 341,932 against 433,957.

Corn meal received, 8,365 against 20,421 lbs., and exported, 21,951 against 35,310 lbs. in 1863.

Grain.—Owing to the short crop of 1863, already mentioned, supplies of which are now about exhausted, and as but a comparatively small quantity of the new crop will be available before next spring, prices must rule high during the winter. They have been 1 dollar 29 cents to 2 dollars 17 cents against 74 cents to 1 dollar 42 cents per bushel in 1863.

		1864.	1863.
Imports—			
Corn	bushels	1,604,639	1,614,064
Oats	„	1,746,932	1,444,608
Rye	„	34,285	27,312
Shorts	„	436,702	351,080
Wheat	„	55,069	44,760
Exports—			
Corn	„	35,007	26,027
Wheat	„	6	1,483

Hay.—Hay has reached very high prices, owing to its being generally taken up for the army. In 1864 it was from 23 to 36 dollars against 16 to 23 dollars in 1863.

Indigo.—Purchases have been very sparingly made during the year in consequence of the high cost, and the consumption has been small.

Imports—	Packages.
From Calcutta	366
„ England	180
„ Manilla	50
„ Coastwise	68
Total 1864	664
Total 1863	548

Ice.—This forms quite an important article of export. It is mostly called "Wenham Lake," but, in reality, only a very moderate quantity is cut on that pond. It is so much an article of necessity with all Americans that nothing surprises and annoys them more on their travels than the parsimonious use of it in Europe. They have frequently told me that the first ring of it against the tumbler on their return was like a sweetest, and most home-like greeting. The export is now steadily increasing, and was—

	Tons.
To Calcutta	7,472
„ Hong Kong	2,381
„ Bombay	3,255
„ Madras	1,508
„ Cape of Good Hope	300
„ Mauritius	1,350
„ Kingston, Jamaica	2,232
„ Barbadoes	1,309
„ Havana	8,131
„ St. Thomas	1,282
„ All other ports..	75,137
Total.. .. .. 1864..	104,356
1863..	71,245

Iron.—Iron has ranged high throughout the year.

		1864.	1863.
		$ c. $ c.	$ c. $ c.
English Bar ..	cwt.	90 to 2 00	75 to 95
Scotch Pig	ton	48 00 „ 85 00	35 00 „ 50 00
		1864.	1863.
Imports—Bars		981,883	793,317

		1864.	1863.
Lead—		$ c. $ c.	$ c. $ c.
Galena	ton	10 75 to 17 00	8 00 to 10 50
Foreign	„	10 50 „ 10 75	7 37½ „ 10 50
		1864.	1863.
Imports—Packages..		58,346	64,804
Exports „		776	2,014

Linseed.—Linseed prices per bushel, 348 dollars to 450 dollars, against 275 dollars to 350 dollars in 1863. Imports into Boston from—

		1864.	1863.
Calcutta	bags	178,691	105,717
Bombay	„	10,150	..
Other Places	„	3,051	..
		1864.	1863.
Tar—		$ $	$ $
Per Barrel		8 to 25	6 to 17
Rosin—			
Common		25 „ 46	18 „ 45
No. 2		38 „ 48	18 " 46

Turpentine.—Consumption very limited on account of high prices, ranging from 170 dollars to 330 dollars. The production of Northern spirits is now almost sufficient to meet the demand, but the quality is inferior to the Southern.

		1864.	1863.
Imports—			
Rosin	barrels	4,017	2,526
Turpentine	„	492	839
Spirits, ditto	„	680	795
Exports—			
Rosin	„	62	173
Spirits of Turpentine	„	12	76

Petroleum.—The trade in petroleum continues to increase quite rapidly. Large shipments have been made to all quarters of the world, and of the total exports from the United States, viz., 31,774,304 gallons, 1,732,524 of it went from Boston. In 1863, the total was 27,977,127 gallons.

Provisions.—The supply large and the prices high. The exports of all sorts have been 178,971 against 247,936 barrels in 1863. The exports of

butter have been 16,800,000 lbs. against 28,500,000 lbs. in 1863; cheese, 44,000,000 lbs. against 42,000,000 lbs. in 1863. Prices—butter, 29 cents to 55 cents against 24 cents to 50 cents in 1863; cheese, 11 cents to 23 cents against 6 cents to 16 cents in 1863.

Saltpetre.—The price at the commencement of the year, 17 cents to 21 cents; at the close, 21 cents to 23 cents. Imports very small into Boston, less by 3,518 bags than in 1863; and into the United States less for the same period by 20,533 bags. The imports—bags, 53,636 into Boston from Calcutta. Stock on hand, 2,400 bags. Quantity on the way from Calcutta, 3,510 bags.

Salt.—Salt, prices, 3 dollars 87 cents to 7 dollars 62 cents per hogshead. Imports—total, 1,408,785 bushels against 792,749 in 1863, of which

	Bushels.
From England	247,113
„ British West Indies	383,379
„ Canada	906

Spirits.—Gin, price, 2 dollars to 6 dollars, against 1 dollar 60 cents to 3 dollars 10 cents in 1863. Imports of all kinds, 114,101 dollars against 76,750 dollars. Exports, 709,560 dollars domestic manufacture, and 16,816 dollars foreign manufacture.

Sugar—

Imports—	1864.	1863.
Hogsheads and Casks	40,183	40,834
Barrels	28,057	26,756
Bags	32,787	16,033
Boxes	26,399	51,943
Exports—		
Hogsheads	519	48
Barrels	6,568	8,583
Bags	2	..
Boxes	1,458	1,261

Sumac.—Sumac has been noticed above under dyewoods. Prices 1 dollar 30 cents to 2 dollars 25 cents per ton, against 1 to 1 dollar 30 cents in 1863.

Tobacco.—Tobacco stock on hand, 400 hogsheads, against 420 hogsheads in 1863.

Imports—	1864.	1863.
Hogsheads	3,135	2,852
Bales and Cases	94	99
Boxes and Kegs	54,439	31,066
Exports—		
Hogsheads	1,152	1,439
Bales and Cases	8,801	8,775
Boxes and Kegs	7,875	7,608

Tin.—

Imports—	1864.	1863.
Tin Slabs	13,040	5,625
Tin Plates, Boxes	63,802	52,272

Wines.—

	Gallons.
From England	3,830
„ British Provinces	1,587
„ All others	95,811

Wool.—No branch of business has increased more rapidly than the domestic wool trade. Receipts increased by 4,458, bales over last year. This is chiefly owing to the stoppage of the cotton supply. Prices generally from 75 cents to 85 cents per lb. Receipts in 1864, 157,262 bales; receipts in 1863, 112,681 bales.

Canada wool is much sought after by worsted manufacturers, in consequence of the length of its staple. Prices from 125 dollars to 135 dollars, and even to 143 dollars. Imports, 1864, 38,341 bales 5,746 quintals; imports, 1863, 22,644 bales.

Exchange.—In January, 165 per cent.; in July, 280 per cent. to 300 per cent. Lately, these transactions are chiefly for gold, at about 109¼ to 109¾ premium. The highest and lowest have been—

1864	.. ..	165 to 300 per cent.
1863	.. ..	135 „ 180 „

Whaling.—The whale fishery of New Beadford, Massachusetts, has been more than ordinary successful, yet the amount of tonnage employed has been somewhat diminished, being 218,655 tons against 233,189 tons in 1863.

General Progress.—The State of Massachusetts has, notwithstanding the great drafts on her industrial population, made great progress in material wealth, in public and private buildings, and in the pursuit of progress generally. Among public buildings, I may mention that of the churches and rooms open on Sunday there are no less than 106; and it is ascertained that one-third of the population attend. The extension of railroads keeps pace with other improvements, and the project of an independent line of steamers to England under the name of the "American Steamship Company" is one of more than ordinary promise, and is already in a state of forwardness; and Warren's line of first-class iron screw steamers, of 2,500 tons and 350 horse-power, are to sail every alternate Saturday direct from Liverpool to Boston, carrying passengers at 60 dollars, provisions included, the first vessel to sail 8th April, 1865. The United States navy yard at Charlestown is filled with newly-constructed and ingeniously-devised vessels; but otherwise it would hardly appear from outward signs that a desolating war was raging so near. Commerce with the British provinces will probably be curtailed by the repeal of the Reciprocity Treaty; and a very able document has been issued on the subject by the Board of Trade. This same body have also proposed a system to simplify and settle the question of international general average.

Boston, January 31, 1865.

BORNEO.

BRUNEI.

Report by Mr. Consul-General Callaghan on the Trade and Shipping of Brunei for the Year 1864.

I HAVE the honour to transmit a return of the trade of Brunei for the year 1864, as far as I have been able to ascertain it.

This return only contains the trade carried on with Singapore in British vessels.

No foreign vessels visited Brunei during the year.

The trade with the colony of Labuan, and with the coast of Borneo, is carried on in native prahns, the imports and exports in which cannot be ascertained.

The trade of Brunei, generally, is decidedly on the decrease.

The imports given in the last trade return furnished from Brunei, viz., that for the year 1857, amounted to 137,594 dollars, and the exports for the same year to 152,515 dollars.

The trade carried on in native prahns was not included in this return.

In the return now forwarded, the imports amount only to 66,586 dollars 26 cents, and the exports to 58,367 dollars 53 cents.

The exports for 1857 included 6,000 tons of coal supplied to Her Majesty's navy from the mines of Moara, and shipped to Hong Kong and Singapore.

For several years past the coal mines at Moara have ceased to be worked.

The imports of last year principally consisted of cotton goods of various descriptions, and of opium, gunpowder, muskets, iron, steel, and crockery ware.

The exports consisted principally of sago, flour, and of a few articles of jungle produce, such as camphor, birds' nests, beeswax, and gutta-percha.

Agriculture is very much neglected; and very little effort is made to develop the resources of the country.

The quantity of rice produced is generally little more than sufficient to supply the inhabitants.

A little cotton is grown in some districts, and also coffee, pepper, and tobacco are produced, but in very small quantities.

No Europeans reside at Brunei, and the trade is chiefly in the hands of Chinamen.

The British subjects residing there do not amount to more than thirty, and they consist of Malacca-born Chinamen, and natives of India.

The Government of Brunei for many years past has been in a very feeble state; and I fear there is at present no prospect of any improvement taking place in the general condition of the country.

Exports from Brunei in the Year 1864.

Articles.	Quantity.	Value.	
		$	c.
Bee's Wax .. .. picul of 133⅓ lb.	70·00	2,829	15
Bezoar Stones .. .. .. value	..	181	00
Bird's Nests, black .. .. .. piculs	13·32	606	95
Ditto white .. .. .. „	1·24	1,090	00
Buffalo hides .. .. .. „	168·00	1,136	32
Camphor .. .. „	4·94	8,241	36
Dollars .. .. No.	..	6,100	00
Gutta Percha .. .. .. piculs	10·00	250	00
Peas .. .. „	18·00	26	50
Shark's Fins.. .. .. .. „	13·50	226	25
Sago Flour .. .. „	16,773·00	36,773	00
Tortoiseshell.. .. .. .. „	·50	300	00
Trepang .. .. „	20·00	607	00
Total	..	58,367	53

Imports at Brunei for the Year 1864.

Articles.	Quantity.	Value.	
		$	c.
Beads.. .. .. picul of 133⅓ lbs.	6·70	716	00
Boxes, betelnut .. .. .. corges	6	19	00
Candles .. .. boxes	17	64	00
Caps, Arab .. .. No.	5	25	00
China Cash .. .. piculs	259·15	7,179	50
Clocks .. .. No.	15	74	70
Crockeryware, Basins and Plates .. „	24,265	1,472	00
Currystuff .. .. value	..	200	00
Cloth (cotton) black, European .. pieces	48	338	00
„ „ „ native .. „	11,140	10,355	65
„ calico .. .. „	44	436	70
„ camblets .. .. .. „	57	204	95
„ coloured .. .. .. „	735	3,728	00
„ broad .. .. „	28	717	30
„ chintz .. .. „	954	2,337	97
„ grey shirting .. .. .. „	487	2,237	25
„ white .. .. „	1,099	5,045	75
„ Turkey red .. .. .. „	665	2,407	19
Dates.. .. .. piculs	20	55	00
Flannel .. .. yards	200	125	00
Gambier .. .. piculs	37	136	50
Glassware .. .. value	..	400	00
Gunpowder, in casks .. .. piculs	19	451	00
„ in flasks .. .. No.	600	150	00
Gunnibags .. .. „	11,455	2,781	00
Handkerchiefs, European .. .. dozen	850	1,103	00
„ Batick .. .. corges	36½	386	00
Iron in bars .. .. piculs	735	2,490	00
„ in pairs.. .. .. .. sets	560	813	00
„ in parangs .. .. .. No.	30	34	00
Hoes .. .. „	200	45	00
Lead .. .. piculs	93	590	00
Mats, Java .. .. corges	2	20	00
Muskets .. .. No.	213	622	00
Nails .. .. piculs	35	259	00
Opium .. .. chests	4½	2,299	00
Provision .. .. value	..	600	00
Rice .. .. piculs	24	47	00
Rugs .. .. No.	13	53	50
Salt .. .. coyans	36	813	00

IMPORTS—*continued.*

Articles.	Quantity.	Value.
		$ c.
Sarougs, Bugis .. .. .. No.	25	40 00
„ silk.. .. .. .. „	240	607 00
„ European .. .. „	3,121	2,383 00
„ gold thread .. .. .. „	17	204 00
Scarves .. .. „	1,570	816 30
Shawls .. .. corges	5	55 00
Silk, Chinese .. .. .. pieces	134	678 00
„ European .. .. .. „	300	540 00
Steel .. .. tubs	37	209 00
Sugar .. .. piculs	65	452 00
„ Candy .. .. „	14	382 00
Sundries .. .. value	..	2,990 00
Thread, reels .. .. .. dozen	200	75 00
„ gold.. .. .. .. catties	383	493 00
„ silk .. .. „	82	134 00
Tea .. .. chests	41	463 00
Tobacco, Chinese .. .. .. „	18	348 50
Twist, cotton .. .. bales	14	2,841 00
Umbrellas, paper .. .. .. No.	300	34 50
Arrowroot .. .. piculs	3	12 00
Brass Wire .. .. „	9·15	442 00
„ Gongs.. .. .. .. „	4	270 00
„ Trays .. .. „	9	214 00
Total	..	$66,586 26

STATEMENT of all the Vessels that arrived at and sailed from Brunei, from 1st January to 31st December 1864. Registered tonnage for Goods.

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	4	1,311	4	1,311
Foreign	..	..	..	..

The coasting trade, and the trade with the colony of Labuan, are carried on in native prahns, the imports and exports in which cannot be ascertained.

Her Majesty's ships "Leven" and "Banterer" each called at Brunei once during the year.

Labuan, February 4, 1865.

DENMARK.

ST. THOMAS.

Report by Mr. Consul Lamb on the Trade of St. Thomas for the Year 1864.

Shipping and Navigation.—During the year 1864 the amount of British tonnage which arrived at this port was as follows:

	No.	Tons.
Sloops	185	1,748
Schooners	236	14,289
Brigs	148	27,953
Barques and ships	96	34,150
Steam-ships	49	43,462
		121,602

being an excess of more than 25,000 tons over the previous year. And as in former reports Her Majesty's ships of war and steam-packets carrying mails are not included in the foregoing amount of tonnage, the large increase in last year's has arisen from many American vessels having been transferred to British subjects, obtaining for them British registers, by which they have been free of capture from Confederate cruizers, and from the extended undertakings of the West India and Pacific Steam-Ship Company, which Company now dispatch monthly from Liverpool two steamers, about 1,500 tons register, for this port, and are likely to send a third in the course of this year.

The Custom-house charges to shipping are the same as in 1863, and for steam-vessels trading here regularly every advantage is offered by their only being charged dues on the cargo tonnage that they bring on each voyage, and by allowing them to sail hence night or day without the intervention of the Customs authorities, who look to the steamers' consignees for cargo, and other reports, after sailing.

Trade and Commerce.—The general trade of the place during past year has been good, and fully equal to that of former years. Of course, the continuance of civil war in America, and the unsettled state of the Island of St. Domingo (with which island a large business was carried on) have had some effect on some branches of trade, but as it is now certain that the Spanish Government have determined on abandoning St. Domingo, I expect that in 1865 a large and profitable business will again be resumed with that island, which under Dominican rule was very dependent on this place for supplies of all kinds. It yet remains, however, to be seen whether the inhabitants of St. Domingo will again return allegiance to the Dominican Republic peacefully, or join in with the people of Hayti, with which latter Republic there appears to have been a very good feeling and understanding while St. Domingo was in the hands of the insurgent Dominicans. This intimacy with the Haitiens, more particularly on the north side, may possibly lead to the island being under one rule of Government. In any case merchants will be careful before giving the credit of former times, as the loss that fell on the commerce here by the late disturbances was not less than 150,000*l.* Notwithstanding the extensive direct importations into Cuba, a large trade has been done with that island, developed by the facilities offered by the Spanish flag of a

line of Spanish steamers that make regular fortnightly voyages between the various ports of Cuba and Porto Rico and this place, to encourage which the Steam Company have a large subsidy from the Spanish Government.

The import duty is the same as in previous years, say $1\frac{1}{4}$ per cent., on all importations, with the exception of coal, which is free. During the year 1864, the value of manufactured goods from Great Britain amounted to 3,500,000 dollars, or in sterling, 700,000*l.*, of which 630,000*l.* was imported in British vessels, and the balance, 70,000*l.*, in foreign bottoms. The importation of steam-coal has as usual been considerable, having amounted to 64,312 tons, of which 42,741 tons, value about 106,000 dollars, for the Royal Mail Company's Depôt, and 21,571 tons, value about 53,500 dollars, for private parties, who supply ships of war, transient steamers, &c. I would mention that there are two large coal depôts here, and that every despatch is given to steamers calling at this port in want of fuel.

Agriculture.—There is nothing to report under this head. Since the emancipation of slaves in 1847, the cultivation of sugar has been entirely abandoned. Some cotton has been planted here latterly, but not to any extent, owing to the high cost of labour, which is readily paid by town merchants for porters, servants, and for coaling purposes.

Cattle, vegetables, and ground provisions are largely brought from St. Croix, Porto Rico, and other adjacent islands, to supply wants of this place and the large amount of shipping frequenting the port.

Population and Industry.—The number of inhabitants of this island in town and country is about 13,000; the coloured people, about 9,000, are, as a rule, not very industrious.

Public Works and Improvements.—Within the last few months a steam dredging machine, sent here in pieces from Copenhagen, has been put together, and is now in complete working order. It is intended to remove some, and if possible all, of the shoals and banks in and about the harbour.

The dredging machine has a steam tug for towing out the mud scows, and which is also available for towing vessels in the harbour and to sea, and will be very useful.

The long-talked-of harbour improvements will now be proceeded with, as well as the cutting of a wide and deep channel to the westward of the harbour, which will create a current of pure water, and relieve it of much impurity; besides, it is expected that the intended opening will be beneficial to the general health of the island, which during 1864 has been good.

I am also informed that there is a prospect of having a better light-house than the one now in use at the mouth of the harbour.

A Floating Dock Company has been got up here with a large capital, part subscribed on the spot, and part in London. It is to take up ships of 3,000 tons, and is expected to be in working order in two years hence.

A Gas Company has been promoted here in 1864, by resident merchants, and the materials having lately arrived from Kirkaldy, Scotland, it is stated that in a few months the town will be lighted by gas.

The Danish Government have given a mail subsidy for encouraging steam communication between St. Croix and this island, and the steamer for the route, now building in Southampton, is expected here very shortly.

St. Thomas, February 27, 1865.

TONNING.

Report by Mr. Vice-Consul Ancker on the Trade of Tonning for the Year 1864.

The trade of our port and district during the past year was of course influenced to a very great degree by the political events of which this country was destined to be the theatre during the greatest part of the year.

In consequence of the increased home consumption on account of the war, our chief export articles of grain assumed a standard far beyond all proportion to foreign markets, and especially to English markets, where prices of oats for exportation were almost sufficiently low in proportion to admit of export to our quarters.

Owing to these circumstances no export of grain took place to Great Britain during the last year from this district, with exception of a few cargoes of beans in the fall of the year; whereas the number of cattle exported during 1864 to London did exceed such of all former years, and also the lucrative part of the business was fully equal to such of the best years of the past as long as direct steamboat lines have been established between this place and London, and this notwithstanding high prices having been paid for lean cattle in the spring.

Our import business was confined to a few cargoes of coals and railway materials from British ports, and to small lots of colonial produce from Holland.

As regards the future prospects of commerce and industry in this country, much will depend on the final settlement of the political state of the country.

Tonning, January 1, 1865.

HANS TOWNS.

BREMERHAVEN AND GEESTEMUNDE.

Report by Mr. Vice-Consul Schwoon on the Trade of Bremerhaven and Geestemünde for the Year 1864.

The Trade at Bremerhaven and Geestemünde during the last year does not show such general improvement as has been the case in former years, and is suffering considerably under the influence of the war in North America.

Three large docks at Bremerhaven and Geestemünde are now completed; vessels of large tonnage, and up to the draft of 22 feet, may enter with safety, even in the midst of winter; and powerful tow-boats are always ready for service at a moderate charge. The dock-dues are very low, as stated in last report.

A new law and new regulations concerning the time in which ships are to be discharged, and mode of paying freight, has been taken into consideration, and will be issued during this year, great inconvenience having arisen from the old custom, according to which merchants were not bound to receive cargoes, and vessels were detained during the time the navigation of the river was interrupted by ice.

The ship building during the last year has been considerable. There have been :—

	Number of Vessels.	Burden.
		Lasts.*
Built on the Weser for Bremen	24	7,615
Bought	9	3,595
Sold	37	10,868

and the number of Bremen vessels on the 1st of January, 1865, amounts to 303, of the burden of 105,281 lasts, viz., 10 iron screw steamers, 62 ships, 150 barks, 31 brigs, 18 schooner barks, 23 schooner brigantines, 9 schooner galliots.

The following is a comparison of Bremen vessels during the last ten years :—

Year.	Number of Vessels.	Burden.	Average Tonnage.
		Lasts.	Lasts.
1865	303	105,281	347½
1864	307	104,881	342
1863	277	91,072	329
1862	252	82,868	328
1861	257	88,375	321
1860	262	82,446	322
1859	279	90,602	325
1858	279	83,083	298
1857	271	76,178	281
1856	261	69,358	263

The number of Oldenburg vessels on the Weser amounts to 184 of 25,066 lasts; and those of Hanover to 66 vessels, of 15,199 lasts.

* 2 lasts equal to 3 tons register.

The emigration from this port during the last year has been larger than of the three years before, and amounts to 27,486 persons, of whom 24,040 were forwarded to New York in 70 vessels, 2,869 to Baltimore in 12 vessels, 511 to Quebec in 2 vessels, and 65 to Buenos Ayres in 3 vessels.

The following is a comparison of emigration during the last eight years :—

Year.	Persons.	Number of Vessels.
1864	27,486	87
1863	18,022	85
1862	15,019	84
1861	17,300	104
1860	30,296	174
1859	22,011	146
1858	23,177	162
1857	49,448	237

Ships that carry less than 20 passengers are not under the emigration laws, and are not counted in the above number.

The number of vessels arrived amounts to :—

	Number of Vessels.	Burden.
		Lasts.
From Ports in Europe	2,235	139,668
„ Transatlantic Ports ..	369	135,039
Total	2,604	274,707

Of which were—

Nationality.	Number of Vessels.	Burden.
		Lasts.
British	152	30,811
Bremen	384	152,848
Danish	189	5,348
French	8	557
Hamburgh	38	3,649
Hanoverian	1,067	30,571
Hawaii	3	766
Dutch	289	12,935
Italian	3	628
Mecklenburg	1	87
American	5	3,123
Norwegian	36	3,760
Oldenburg	342	19,867
Portuguese	5	784
Prussian	29	1,738
Russian	7	1,242
Swedish	22	2,740
Spanish	24	3,253
Total	2,604	274,707

Arrived from—

Countries.	Number of Vessels.	Burden.
		Lasts.
Great Britain	302	67,306
Hanover	571	105,554
Oldenburg	273	5,781
Heligoland	1	20
Hamburgh	277	14,373
Schleswig Holstein	79	1,421
Lubeck	5	126
Mecklenburg	12	437
Prussia	168	5,927
Russia	72	6,126
Sweden	18	1,126
Norway	166	10,788
Denmark	4	566
Holland	132	7,562
Belgium	19	1,185
France	26	2,488
Spain	19	1,972
Portugal	7	580
Italy and Austria	11	860
Austria	1	107
Greek	1	100
Turkey	2	293
Greenland	5	910
Portland	1	215
New York	83	66,524
Baltimore	16	7,135
Philadelphia	3	472
Mexico	3	786
Central America	2	359
New Granada	35	4,287
Buenos Ayres	1	207
Brazil	60	9,485
Venezuela	8	854
Cuba	73	14,113
Jamaica	9	1,067
Hayti	5	631
Porto Rico	7	836
Canary Islands	2	180
West Coast of Africa	2	239
British East India	16	8,959
Burmah	26	14,237
Lower India	7	2,414
China	2	324
Sandwich Islands	3	823
Total	2,604	274,707

The number of vessels sailed amounts to—

	Number of Vessels.	Burden.
		Lasts.
For Ports in Europe	2,493	158,756
„ Transatlantic Ports ..	291	118,443
Total	2,784	277,199

The chief import articles and quantities imported at Bremerhaven and Geestemünde during the last year, ending on the 31st December, may be computed as follows:—Cotton and cotton-ware, about 50,000 lbs., chiefly British, partly direct from Hamburg; fine and common salt, about 250 tons, direct from England and Spain; coals and cinders, 2,000 tons, direct from England and interior of Germany; bar and hoop-iron, ironware of all description, and machinery, about 600 tons, chiefly British, each quantity not ascertainable; coffee, 150,000 lbs., from Bremen, Holland, and Hamburg; sugar and molasses, 150,000 lbs., Bremen and Belgium; rice, 2,500 lbs., East Indies, England, and Bremen; wine and spirits, 10,000 gallons, Bremen and Holland; deals and planks, considerable quantities from Norway, the Baltic, and Canada, but particulars not ascertainable.

The export articles have hitherto been very small, only a small quantity of corn and some cattle having been shipped to England; particulars not ascertainable.

The Greenland Fishery, in which five vessels were employed, has, with the exception of one vessel, not been successful, and this trade will not be extended.

Bremerhaven and Geestemünde, January, 1865.

MADAGASCAR.

TANANARIVO.

Report by Mr. Consul Pakenham of the Trade of Tananarivo for the Year 1864.

Tananarivo, the capital of Madagascar, situated towards the centre of the island in the district of Avaradrano, Province of Imerina (latitude 18° 56′ 26″ south, and 48° 57′ 48″ east of Greenwith, or 45° 37′ 22″ east of Paris) is the residence of the Queen of Madagascar, and the seat of the Hova Government.

It is built on an irregular hill, taking its direction from north-west to south-east, elevated about 600 feet above the adjoining valley, and 6,000 feet above the level of the sea. Two principal roads dissect the town, both verging towards the centre, the one from the east, the other from the north. The houses are built on artificially-raised terraces, those in the city proper of wood, and those outside the gates of clay, the doors everywhere facing the west.

Buildings.—The only buildings to be noticed are the Queen's two palaces, a stone church in course of construction by the London Missionary Society, a commodious hospital erected under their auspices, and a large well-built chapel belonging to the French Roman Catholic missionaries.

Trade and Commerce.—Although nearly the entire produce of the province finds its way to the capital, Tananarivo cannot be considered a commercial or industrial city. Oxen and a few sheep form the principal exports, whilst the chief foreign commodities introduced are cotton fabrics, wines, spirits, and groceries, which are received from Tamatave, the port through which Tananarivo deals with the exterior. The greater portion of the cotton goods arriving are of British manufacture, and the quantity is in a great measure regulated by the number of "Imerina" oxen shipped on the coast, the price of which is generally remitted in such merchandise. The probable annual amount of these operations is 30,000*l.* sterling, but the exact value cannot be ascertained, as no Commercial Returns are available for reference. There is not a single European at Tananarivo engaged in trade.

Agriculture.—The district around the capital, comparatively the best cultivated in Madagascar, produces little worthy of mention save rice, and this in quantities only sufficient for local requirements. Maize, manioc, yams, potatoes, and beans, are grown on a limited scale, as also arrowroot and saffron; indigo, tobacco, coffee, and cotton, are likewise obtained, the latter in very small quantities. Little attention is paid to the cultivation of vegetables, though most kinds can be raised without difficulty. The same may be said of fruits. The cattle bred in the province are oxen, sheep, and swine, and the market is well supplied with every description of poultry.

Native Population.—The native population of the entire province comprising the six districts of Avaradrano, Sisaony, Marovatana, Ambodirano, Vonizongo, and Vakinankarotra, mostly Hova, may number 800,000 souls. That of Tananarivo is estimated at about 60,000; the slave population in both instances bearing a large proportion to the whole. No census has been taken since the reign of Radama I.

Foreign.—The European community consists of the British and French Consuls and their families, the representatives of the London Missionary Society (numbering eleven gentlemen, six of whom are married), nine French Roman Catholic missionaries, and six Sisters of Mercy, French and Irish.

Climate.—The climate of Tananarivo, being mild and temperate, is

far more congenial to European constitutions than that of other parts of Madagascar. During seven months, the cool season, from May to November, as a general rule, little rain falls, and the atmosphere is dry and bracing. During the remaining portion of the year, considered the hot and rainy season, water-spouts occasionally burst, and thunder-storms are frequent and sometimes destructive, though less so of late, owing to the number of lighting conductors introduced. The violence of the hurricanes that occur on the coast from December to April rarely extends as far as the capital. Slight earthqukes are by no means uncommon.

Religion.—There are about 5,000 natives at Tananarivo who profess Christianity, of whom the greater portion are Protestants; and should the present Hova Government continue tolerant, there is every prospect of Christianity spreading.

Education.—Education is making progress amongst all classes. Besides a large school, opened by the Queen for the instruction of the officers of her household, and confided to a native teacher, there are, at the capital, seven schools belonging to the English Protestant, and three to the French Roman Catholic, Missionaries; all well attended.

Native Industries.—Hova workmen, without being industrious, are patient, and to a certain extent persevering; they are also very skilful in imitation. The manufacture of guns, swords, cutlery, hardware, pottery, cabinet-work, shoes, straw hats, baskets, mats, and silk and cotton cloths, is carried on at the capital by native workmen, with implements of the rudest and most primitive description, but which are preferred by them to more modern instruments, with the use of which they are unacquainted. Soap, oil, rum, and sugar, are also made, the latter of very inferior quality. Under the circumstances, many of their manufactures are creditable, but an improved quality might easily be attained in all, under proper direction. Most of the above articles are retailed in different parts of the island, at prices below those of similar commodities from Europe.

Mines.—Although the province of Imerina is believed to be rich in various metals, the only mines at present worked are the iron mines of "Amoroukay," about 20 miles from the capital, in a south-easterly direction. The mountain where they are situated discloses at the spot whence the iron is extracted a vertical vein of that metal, reaching to within a few inches of the surface, the ore from which yields a good percentage The iron at present obtained is sufficient for the consumption of the country, but the yield might be greatly increased with proper machinery under efficient management; as is however the case in regard to most native undertakings, there seems to be no desire for improvement or ameliorations, the adoption of which appears to be regarded as likely to cause unnecessary trouble, by disturbing the traditional *statu quo*.

Geological Features.—The geological formation of the country around Tananarivo is undoubtedly of volcanic origin. Within 60 miles of the city, a chain of volcanic rocks, running north and south, forms as it were the backbone of Madagascar. The summits of this range differ much in form and elevation, from the flattened dome to the peak-like character. "Ankarat," the loftiest, has the general appearance of a truncated cone. Resting upon the east of this volcanic pile are nnmerous upthrows, or rounded hills, consisting of sand, clay, marl of all hues, sand-rock conglomerates, rock-salt, and sulphate of lime, interspersed with huge blocks of coarse granite, porphyry, and boulders of quartz. Owing to the stupendous scale on which the denudation or levelling of these marly upthrows is carried on, large portions of sand and marl have been swept away, exposing to view masses of plutonic rocks; whilst, in some places, the rapidity of the torrents, during heavy

rains, have opened ravines or dikes from 5 to 10 feet in depth, through which heaps of sedimentary material are transported into the surrounding valleys. In consequence of the absence of mining or quarrying operations in the district, forms of stratification or horizontal beds are not met with.

Fossils or bones have not, as yet, been discovered.

The existing minerals in these regions adapted for mechanical uses are :—

Porphyritic granite—coarse grained.
Falcose granite—abounding with talc.
Crystals of quartz—large and clear.
Carbonate of lime—in massive boulders.
Limestone—somewhat resembling carrara marble.
Gypsum, or sulphate of lime—white and clear.
Slate rock—compact, without cleavage.
Red marl—containing a great deal of lime.
Clay and sand.
Ironstone, and lead and copper ore—of good quality.

Public Works.—No public works are carried on in Madagascar. There are neither roads nor bridges. The only communication between the capital and Tamatave is by means of difficult and in some places almost impassable tracks over which cattle are driven to the coast, the rivers being crossed in canoes. Travellers as well as merchandise are carried by bearers, who, on an average, travel twenty miles a-day. This state of things, which renders travelling and the transport of goods very expensive, and prevents any real development of the natural resources of the interior, is attributable to the traditional belief of the Hovas that the absence of roads and bridges effectually secures their country against foreign invasion.

Currency.—The Malagasy have no coinage of their own. Spanish and Mexican dollars and French 5-franc pieces are the coin in circulation, and pass at an average value of 4*s*. For small payments they are cut up into fractional parts, and circulate by weight. British and French gold pass with difficulty. Bills on England can only be cashed through Mauritius, and are subjected to a loss of from 8 to 10 per cent.

General.—The members of the present Hova Government, who, with one or two exceptions, belong to the old Heathen Conservative Party, are opposed to an extended intercourse with Europeans, and to the spread of Christianity in Madagascar. If left to the bent of their natural inclinations, they would gladly revert to the old system in force during the reign of Queen Ranavalo. The fear of complications with the British and French Governments alone prevents their doing so, The limited views of the majority embrace the present only, without concern for the future; and to secure that present, as regards their own position and influence, is their aim and ambition. The regenerating effects of civilization, and the progressive moral advancement attending the spread of Christianity, are consequently not only feared, but songht to be resisted by means of a restrictive policy.

Under existing circumstances, therefore, we can scarcely look for the development of the resources of Madagascar for administrative reforms, improvement in the social condition of her inhabitants, or increase in trade. Such advantages could only be obtained under a liberal Government in favour of progress.

Tananarivo, January 30, 1865.

MOROCCO.

TETUAN.

Report by Mr. Vice-Consul Green on the Trade of Tetuan for the Year 1864.

The past year shows a considerable falling off in the trade of Tetuan as compared with that of 1863.

The export trade has been much affected by the misunderstanding existing between the Reefians and their new Governor, who, in the endeavour to bring them to reason, has established a sort of blockade on the Reefian products by requesting the Governor of this place to seize all Reefian boats visiting the port.

A very active trade in provisions has, however, sprung up with the garrison of Ceuta, but which does not appear in my returns, as there are no means of obtaining correct information on the subject, owing to the goods being nearly all smuggled on board the small boats which are constantly plying between the two places.

The withdrawal of the prohibition on the exportation of cotton, if it is to be permanent, will, no doubt, tend to produce an amelioration in the commercial state of this province, as its population are aware how eminently suited their soil is to the cultivation of the cotton plant.

I understand, also, that a wealthy commercial house contemplates exporting oranges direct from this to England. This fruit is produced here to an extent far exceeding the wants of Gibraltar, the neighbouring towns of Spain, and Oran.

Tetuan, January 2, 1865.

RUSSIA.

POTI.

Report by Mr. Vice-Consul Wilkinson on the Trade of Poti for the Year 1864.

At the beginning of last year two or three commercial agents established at Trebizond have sent a quantity of merchandise, such as cotton manufactures, tea, and sugar, to Persia, in transit by this route; but the endless formalities of the Russian custom-houses as far as the Persian frontier, the want of good roads, and the difficulties of transport, have decided the said agents to abandon for the present this route, and to continue to send their goods to Persia by the Erzeroum road, although they have to pay a transit-duty of two per cent. to the Turkish Government. The Turkish Government must be aware that if the Russians, as it is asserted, will make a railroad, or even a good carriage road, from Poti to Tiflis, and modify the difficulties and formalities of their custom-houses, Trebizond will lose all its trade.

Exports.—During the year 1864 the following goods, which came from Persia and the Caucasus, were shipped at Poti:—

Raw Silk	bales	3,245
Cocoons	„	3,150
Cotton	„	5,490
Wool	„	15,170
Hides	„	500
Vegetable Powder to destroy Insects ..	bags	500
Silkworm Eggs	boxes	400

And other Miscellanies.

Total value of exports 4,900,000 roubles, or 700,000*l.* sterling.

The crop of Indian corn having completely failed in this district, not a single bushel has been exported during the year 1864.

Imports.—The principal imported articles were as follows:—sugar, coffee, spices and drugs, iron, machinery, hardware, cotton stuffs, wool stuffs, silk stuffs, furniture, articles of luxury, &c.

Total value of the imports 2,940,000 roubles, or 420,000*l.* sterling.

I am sorry to say that very few English cotton manufactures have been imported in this country last year. Most of the cotton goods that came to this place were manufactured in Russia.

British Vessels.—Eight British vessels came to Poti and on this coast in this district during the year 1864. Two were loaded with English machinery for the harbour works of Poti, and one with sugar. The other five were chartered to take sleepers for Marseilles, but the charterers having broken the charter-party they were obliged to leave this coast in ballast for Constantinople.

Steamers.—Besides the steamers of the Russian Steam Navigation Company, the French Messageries Impériale have established a weekly line of steamers to this place, and *vice versâ*, touching at the different Turkish ports, such as Ineboli, Sinope, Samsoun, Kerasonda, Trebizond, and Batoum.

Lighthouses.—A very fine lighthouse has been erected at Poti. It is made of cast-iron, and cost 60,000 roubles.

In conclusion, the prospects of Poti look brighter, owing to the harbour works, and to the projected railroad from Poti to Tiflis, which the works, as it is said, will begin in the course of this year.

The average rate of exchange during the year 1864 has been at seven roubles the pound sterling.

Poti, February 8, 1865.

SOUKOUM-KALÉ.

Report by Mr. Consul Dickson on the Trade of Soukhoum-Kalé for the Year 1864.

On comparing the amount of shipping and trade at this port during the past year, with that of previous years, it would appear as if an unusual rise in its commerce had taken place. The stimulus thus given is, I apprehend, only a temporary one, to be followed by a corresponding reaction, it being due mainly to the presence of the late expeditionary force, and to the whole line of coast from Gazri Fort as far as Novorossiski, having, by a special general order, been exempted from all custom-duty during the continuance of military operations in that quarter. Since last autumn the fact of a general reduction having been effected in the army, combined with that of the late Circassian emigration, must produce a depressing influence on local trade. In striking contrast, however, to Soukhoum-Kalé, is the commercial importance daily accruing to Poti, with every prospect of its prosperity increasing, should the projected harbour works and the line of railway be carried out, particularly in view of a modified traiff, which there is every reason to hope may be among the liberal reforms to be shortly introduced in this part of the empire.

Shipping.—The total number of ships entered and cleared at this port during the past year was as follows, exclusively of the coasting trade boats :—

Entered.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
Russian	135	27,308	2,279	46,000
Ottoman	54	4,085	378	2,400
Austrian	1	500	15	1,000
Prussian	1	638	13	1,640
Italian	1	348	9	900
Total ..	192	32,879	2,694	51,940

Cleared.

Nationality.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
Russian	122	16,608	1,270	9,000
Ottoman	37	3,144	276	8,850
Austrian	1	500	15	..
Prussian	1	500	13	..
Italian	1	348	9	..
Total ..	162	21,100	1,583	17,850

The ships employed in the coasting trade were—

Nationality.	Entered.			Cleared.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Russian	124	3,514	749	172	9,013	1,359
Ottoman	11	494	70	20	745	110
Total ..	135	4,008	819	192	9,758	1,469

In my last report, I had occasion to allude to the erection of a lighthouse at Soukhoum-Kalé, and another at Poti. Both have since been completed most satisfactorily, and a revolving light placed in each—that of Soukhoum-Kalé being white, the other red and white. These lights revolve twice per minute.

Two new small steamers have commenced running since last year. One is the "Zvezdochka," English built, the property of its master Captain Zabolotni, an enterprising and experienced Russian mariner. This boat plies weekly between Poti and Soukhoum-Kalé, touching at intermediate points on the coast. It receives an annual subvention from the Imperial Government.

The other steamer, the "Aigle," is employed by the French Messagéries Impériales Company, and carries on a weekly communication between Poti, Batoum, and Trebizond. Another French boat will, probably, soon be added. Since its establishment in June last, the "Aigle" is said to have brought in to the company in question upwards of a million francs freight, that on its cargoes finally consigned at Marseilles being included in this amount. Bales of silk, wool, and cotton, form the bulk of its cargoes; the two latter articles are, I believe, mostly destined for the British markets.

I may remark that the Russian Steam Navigation Company have recently established at Poti a hydraulic press (by Peel, Williams, & Peel, of Manchester) for pressing the bales to be conveyed by their own boats. This most desirable contrivance is, as yet, the only one of the kind provided here, and much needed by other shippers of such merchandize.

I have no special observations to make upon the imports and exports of Soukhoum-Kalé during the past year, further than that these, like the tonnage above quoted, equally present an increase.

The shipping and trade returns I have, as usual, had the honour to forward, have been derived from official sources, and the prices of articles calculated officially.

The average rate of exchange during the year has been seven roubles per pound sterling.

The harvest in Indian corn has not been a favourable one in this quarter, while in the valleys of the Ingour, Khopi, and Rhion, where large quantities of this grain are raised, the crops have been destroyed by the heavy rains and consequent overflowing of those rivers last autumn. The Indian corn shipped in this country often rots rapidly, owing, it is presumed, to sufficient time not being allowed for it to dry after having been gathered in. In a damp climate like that on this coast, it would, perhaps, be desirable if shipments did not take place earlier than May instead of March, as is now generally the case.

In the course of last summer, and following on the Circassian exodus, a new military road has been traced out from Soukhoum-Kalé over the Goumistà River to the Ps'khoo Mountain, to be thence carried on as far as Stavropol. The works undertaken on this side are to extend over a

distance of some 90 miles. An adequate sum has been allotted, and about 15,000 troops employed thereon. These works have since been suspended, and should they be resumed (which may be next summer), will, it is computed, require at least three years to complete. I consider the opening of this line as of the highest importance to the commerce of Soukhoum-Kalé, since it would afford an easy and short outlet to the rich produce of the Kouban plains and other cis-Caucasian districts.

The high mountain ridge of Ps'khoo contains mines of lead, silver, copper, and iron. A rich lead and silver mine has been discovered at some forty miles from the mouth of the Goumistà, in the direction of Ps'khoo. The principal Caucasian range branches off at Ps'khoo, one of its spurs, tapering towards Gazri Fort. Between the latter and Pitzounda, another river, the Bzibbe, meanders from Ps'khoo, and offers at all seasons through its valley easy access from the Kouban steppes to the Black Sea.

Gold has been discovered in the Suaneti Mountains. Mr. Castaigne, a French engineer, engaged for some time in gold mining in California, having proceeded last summer to the sources of the Ingour, near Juari, succeeded in extracting out of its alluvium some gold-dust of pure quality. The Government at Tiflis have since liberally granted to Mr. Castaigne a concession of the auriferous soil on which to prosecute his operations.

Soukhoum-Kalé, February 18, 1865.

TURKEY.

BRUSSA.

Report by Mr. Consul Sandison on the Progress of Improvements under Achmet Vefyk Effendi.

I have the honour to report the progress of improvements here by direction of Achmet Vefyk Effendi.

The works at once undertaken occasioned a great division of hands, the most being employed on an opening to the Ghio-road from the centre of the town, forming a superb avenue up to its junction with the line in the plain, with an unrivalled vista extending across to the hills opposite. This macadamized work is well nigh finished, leaving a greater force of labour free for the rest of the road, intended to be completed before winter. From its present terminus here a wide new street is to be opened to the upper part of the town. Another running off from it at right angles to the Grand Mosque at no great distance has been amply enlarged nearly to the close, with most of the buildings along it more neatly re-arranged in line. Other regular streets connected with the same centre in various directions are in course of formation, embracing the Hissar or Citadel, containing the ruined walls of the palace of the early Sultans, and the tombs of the two first. New structures over those replace the old which were destroyed by the earthquakes, and the approaches are being cleared to those historical monuments, whilst more life and cheerfulness is imparted to a section of the city which was greatly decayed and deserted.

In effecting those changes houses and shops have been demolished, others protruding forwards narrowed, and new erected instead, or the former put in order. Open spaces for "plaies" have been reserved after purchase of the property, where some rickety buildings before stood, and other vacant grounds appropriated to public gardens partly laid out. The minarets of the Grand Mosque, called "Ulu Giami," are being repaired, its interior ornamented more tastefully than now. The mosque and mausoleum of Mahomet I., both elegant specimens of oriental structure, are alike being restored, after being much shattered by the earthquakes. The internal reconstruction has been advanced of the principal khan or caravanserai, ruined on the same occasion, which is to form the new silk market, with vaulted compartments for lodgers, and mercantile offices and stores. In the area where stood the Governor's official residence, burnt down some time back, a new one is to be constructed, with all the public offices and courts of law also to be adjoined, for the greater facility of business.

Commodious roads leading to the mineral baths near town are in progress. A site also selected, and the work going forward for a public hospital for all races and creeds, with a house attached for the civil medical officer to be placed in charge, and all expected to be ready in a few months. No such institution previously existed here, and for its preliminary endowment the High Commissioner has secured a revenue of 60,000 piastres, near 550*l.*, from some minor imports assigned by the Porte for the purpose.

All the other ameliorations, apart from repairs of mosques, entail on it no expense. Directed for the public good, they have occasioned some hardship to individuals by the derangement of their premises, and been attended with a general requisition for a few days labour, or the equivalent

in money. At the same time masons and other workmen specially employed received fair wages in cash, and most owners of property interfered with some indemnity or compensation, either by purchase made good, having new sites assigned to them, aid in money or work in rebuilding or repairing, and their premises when curtailed frequently becoming more valuable than before by the improvement of the locality.

Much work in hand and projected requires indeed time for execution, which may be dependent on the duration of Achmet Vefyk Effendi's mission or influence. Yet his Excellency's is no ordinary position, and what has been accomplished and is nigh being so, has vastly changed the aspect of Brussa, combining embellishment with greater convenience, security from fire, and salubrity.

He has taken measures to provide all idlers with work, and check mendicity unless among the blind, and impotent from other infirmities. His Excellency has stimulated local manufactures by commissions obtained from persons of rank at the capital for silk stuffs, paid ready cash, so as to keep all the workmen in that line in full employ, and occasion even a scarcity of hands for the execution of other usual orders. Thus always practical, with superior capacity, taste, and knowledge of almost universal range, nothing escapes his vigilance and care which conduces to promote industry, exertion, and progress. And Achmet Vefyk Effendi, whose severity at first made him accounted by some an imperious satrap, whose will was absolute, is now better appreciated and recognized as a public benefactor, nor could the good which he has done have well been effected by any other means, nor probably by any other personage in the empire.

By his exertions a telegraph has been established between this and the capital, through Biligik and Nicomechia; and entirely through his influence and patronage a private company has been enabled to remedy the deficiences in the steam communication between our coast and the capital, which was monopolised by the Arsenal Department, and most irregular, unsafe, and inefficient. The Porte had refused to grant a licence for a company to enter into competition with their own vessels. But this the tact of the Commissioner speedily overcame, obtaining the assent of the Sultan to the scheme as beneficial for Brussa. And a fast steamer chiefly owned by residents on this side, and merchants at Constantinople interested in the trade, has for some time been running successfully, at reduced an moderate rates, to the great general convenience and satisfaction.

His Excellency has caused this plain to be considerably drained of dead water and swamps, which incumbered a great portion of it to the north; much valuable land being thus reclaimed, an outlet opened for other drainage, and the whole area rendered more productive and healthy.

The rural population is deeply indebted to his mission for deliverance from the fangs of insatiable usurers, and the oppression of mudirs and other tyrants, as also for the establishment of more order and neatness in their towns and villages, with rules for their future benefit.

The great impulse given by his Excellency to the culture of cotton, and the improvement of the roads near town to facilitate communications by repairing the old and adding several new bridges, have already been reported, evincing with other measures instanced his solicitude for the interests of agriculture. Its direct advancement by pecuniary means is known to be kept by him in view.

He latterly proceeded from hence through Mihalitz to Balukisser on a tour, announced to be for five or six weeks, and with the special intention to render the route from hence more safe and practicable on that line, as urgently requisite by the want of bridge, first of all across the Rhyndacus and other passages. He had previously sent before him in fetters as a

spectacle to the population, some mudirs and others persons of note from that quarter, convicted here of gross abuses laid to their charge. And his Excellency caused to be stopped at Panorma, when on his way to Constantinople, the pacha lately dismissed from Balukisser for misconduct, for which he will now be brought to account by a strict inflexible judge.

Since the Commissioner's departure the works on hand have been partly suspended, and otherwise carried on with less vigour, as owing also to a scarcity of people on account of harvest labour, and many being in attendance on the colony of Circassians, which lately passed through this, to conduct them to their destination in the interior. The great failure here and in other parts of the district in the yield of silk cocoons, regretable in every respect as lessening the means of the inhabitants, may also have some unfavourable influence on the course of those ameliorations.

Brussa, June 29, 1864.

JERUSALEM.

Report by Mr. Consul Moore on the Trade of Jerusalem for the Year 1864.

Trade and Commerce.—The trade of the Sanjak (or minor province) of Jerusalem is very inconsiderable; Jerusalem, the capital, is one of the least commercial or industrial of cities.

The principal imports from England are cotton goods and some colonials; but the former have much diminished in quantity since the cotton crisis. It is calculated that about 300 bales of these goods, of the value of 16,000*l.*, annually find their way here. British trade is represented by one English tradesman, who keeps a store for English upholstery, drapery, and fancy goods. The imports from foreign countries, consisting chiefly of woollen manufactures, hardware, glass and fancy goods, are on an equally limited scale.

The exports are olive oil and grain, the staple products of the district, of which the quantities and destination will be shown on the returns from Jaffa, the port of Jerusalem.

Two lines of Liverpool steamers now touch at Jaffa at irregular intervals.

The average rate of exchange has been 112 piastres per pound sterling.

Agriculture.—As above-stated, the staple produce of this district is olive oil and grain, of which the principal kinds are wheat, barley, sesame, and maize, raised in rather considerable quantities. Very little is done in cotton culture, what little is grown being consumed on the spot, and of an inferior quality. As I had the honour to report at the time, no seed was received by the local Turkish authorities from the Porte for gratuitous distribution amongst the peasantry. It is believed, that in many parts of the country, cotton might be successfully cultivated to a large extent, with good seed and proper instruction, and implements given to the peasantry.

The animals bred in the district are horses, camels, mules, asses, sheep, goats, and oxen, the latter in limited numbers. The vegetable produce is not very varied, and barely sufficient for local requirements.

Population and Industries.—The population of the Sanjak may be estimated at 200,000, divided into the three sects of Mahometans, Christians, and Jews, in about the following proportions:—

Mahometans	160,000
Christians (mostly of the Greek Church)	30,000
Jews	10,000
Total	200,000

The population of the city of Jerusalem is computed at 18,000, of whom about 5,000 are Moslems, 8,000 to 9,000 Jews, and the rest Christians of various denominations.

The chief native industry is the manufacture of soap, and what is called "Jerusalem ware," consisting of chaplets, crucifixes, beads, crosses, and the like, made principally of mother-of-pearl and olive wood, and sold to the pilgrims, who annually resort to the Holy City to the number of six to eight thousand.

No mines are worked, although it is the confident belief that sulphur, bitumen, and rock-salt abound on the shores of the Dead Sea; but security and capital are wanting, and so long as these are absent, the

probable wealth to be extracted from these regions will remain unavailable. Factories are equally not to be met with. The employment of the people in the rural districts is almost exclusively agriculture, which is carried on in the most primitive mode.

Public Works.—A concession for the making of a railway from Jaffa to Jerusalem has at length been granted by the Porte. The concessionaire is a German gentleman and a naturalized citizen of the United States. The realization of this project, however, does not seem to inspire local confidence, whilst the estimate, 500,000*l.*, including the cost of making a harbour at Jaffa, is considered far too low. The roads of the district are of a wretched description, which, together with the want of security, is the main cause of the poverty and general backwardness of the country. The formation of roads would, in the nature of things, itself react upon the country, and tend to promote its security. This insecurity arises principally from the predatory Bedouin tribes inhabiting the outskirts of the district, to keep whom in check military arrangements of a simple and inexpensive description might be readily devised. Owing to the above causes vast and fertile plains are allowed to lie waste, or are but partially and poorly cultivated. There can be no doubt, that with the agricultural capabilities of the country fully utilised, it could support a population ten fold greater than its present scant and poverty-stricken inhabitants.

There is a project originating in England for the better supply of Jerusalem with water, and the drainage, at the same time, of the city, both very desirable and beneficent objects.

The line of telegraph between Beyrout and Jaffa is terminated, and is being carried on to Alexandria; a branch is to be made to Jerusalem. When this is accomplished, Jerusalem will be placed in telegraphic communication with Europe.

Jerusalem, March, 1865.

THESSALY.

Report by Mr. Vice-Consul Suter on the Trade of Thessaly, for the Year 1864.

Shipping and Navigation.—The total shipping entries into, and clearances from, the Port of Volo during the past year, including trading vessels of every class and denomination, were :—

ENTRIES.

Flag.	No. of Vessels.	No. of Crew.	Tonnage.
British	1	9	240
Ottoman	143	993	6,567
Hellenic	248	3,025	32,287
Austrian	32	959	13,222
French	27	1,014	14,622
Italian	28	265	5,225
Russian	2	19	428
Samian	1	7	76
Total	482	6,291	72.667

CLEARANCES.

British	2	20	408
Ottoman	168	1,060	7,165
Hellenic	121	705	4,965
Austrian	31	952	13,022
French	27	1,014	14,622
Italian	26	245	4,785
Russian	1	10	220
Samian	3	17	51
Total	379	3,823	45,238

As compared with those of the last year, these Returns exhibit an increase of eleven vessels of 6,814 tons entered, and of five vessels of 6,581 tons cleared, which chiefly is attributable to the larger number of steamships now periodically frequenting the port. Of these the Austrian "Lloyds'," the Hellenic, and the French "Fraissinet," steamers have continued their service with customary regularity. Those of the two first-mentioned Companies have plied as before between Constantinople, Cavalla, Salonica, and this port, and the Piræus of Athens; and the others, in coming from or in returning to Marseilles, on their voyages between that place and Constantinople, call here, generally at intervals of three weeks, to pick up direct lading for France. Within the past month a Turkish Company, that of the "Fereödel-Osmaniyéh," formed under the auspices of the Government, also has established a bimonthly line of steamers, the itinerary of which is identical with that of the Austrian Lloyds' boats. There likewise appears to be a probability of the steamers of an Anglo-Egyptian Company making fortnightly the round this way from Alexandria to Constantinople and back, touching each way at Smyrna, and at the Greek ports visited by the Hellenic boats now engaged in the line between the Piræus and Constantinople. Should that arrangement take effect, the communication between Smyrna and Thessaly, which often before has been pointed out as desirable, will be secured, and cannot fail to be a great facility to the local trade.

Of the lights intended to be established for the benefit of navigation in these waters, two fixed red ones are now set up, one upon the headland on the western side of the harbour of Volo, and the other at the landing-place under the village of Bulbuldja on the east side, within the Strait of Trikeri, through which the Gulf of Volo is entered. No light, however, has been placed yet, as it long ago was announced would be the case, further down the strait, upon the mainland opposite to the Island of Skiathos, at a point where in thick weather there is some danger in passing through that narrow channel. Such a light is the only one that would be of real utility to vessels frequenting this gulf, and without it the shipping interest complains that the charge of 20 paras per ton, $1\frac{18}{100}d.$, levied upon all vessels entering the Port of Volo, is burdensome, and not compensated by the negative advantage derived from the lights erected.

Trade and Commerce.—The expectation of improvement in the trade in imports towards the fall of the year, has not been realized to the extent hoped for. This is due as well to the absence of demand from abroad for cereal products, as to the results of the autumn crops having been less favourable than their early appearances had promised; both which contrarieties restricted the peasantry's and labouring classes' means of procuring comforts or luxuries, which under prosperous circumstances they are wont to indulge in. Nevertheless, the value this year of imported articles amounted to 120,000*l.*, against that of last, which did not exceed 100,000*l.* Ready sales were made of British and foreign piece-goods at rates corresponding to the advance in cotton, and it will be seen that there was no falling off in the following average prices of current articles, all which have enjoyed a steady demand:—

	Piastres.		£	s.	d.	
British bar iron	75	per kantar.	Equal to 12	8	0	per ton.
Ditto sheet iron	130	,,	,, 21	10	0	,,
Sweedish bar ditto	90	,,	,, 14	8	0	,,
British bar tin	750	,,	,, 0	6	5	per cwt.
Ditto tin plates	220	per box	,, 2	0	0	per box.
Coffee	$12\frac{1}{2}$	per oke	,, 4	11	0	per cwt.
Foreign refined sugar ..	$6\frac{1}{2}$	,,	,, 2	7	3	,,
Pepper, Cloves	9	,,	,, 3	5	6	,,
Cassia	17	,,	,, 6	3	4	,,
Italian rice	3	,,	,, 1	1	9	,,

The average market prices of principal local products have been as follows:—

	Piastres.		£	s.	d.	
Wheat	14	per kilo.	Equal to 1	2	3	per quarter.
Barley	6	,,	,, 0	9	5	,,
Rye	8	,,	,, 0	13	6	,,
Indian corn	9	,,	,, 0	14	5	,,
Sesame seed	45	,,	,, 3	11	9	,,
Sheep's wool	$7\frac{1}{2}$	per oke.	,, 0	0	6	per lb.
Silk	None sold.					
Silk cocoons	80	per oke	,, 0	10	6	,,
Silkworm seed	400	,,	,, 1	5	6	,,
Tobacco	3	,,	,, 0	0	$2\frac{3}{4}$	,,
Olive oil	$5\frac{1}{2}$	,,	,, 0	2	6	per gallon.
Raw cotton	19	,,	,, 0	1	$3\frac{1}{4}$	per lb.

With the exception of silk-cocoons and raw cotton, which commanded a large share of speculative attention, the export branch of the trade was seriously affected by the monetary crisis, and the transactions in all other exportable articles, notwithstanding, as is shown by the foregoing quotations, they were obtainable at reduced rates, were on a very limited scale.

For form sake and for reference, I beg to quote the weights, measures, and money comparisons:—

400	drams	..	..	1 oke.
140	,,	..	..	1 lb. avoirdupois.
44	okes	..	..	1 kantar.
8¾	kilos.	..	..	1 Imperial quarter.
100	piastres	..	..	1 gold Medjidlyéh or Turkish sovereign.
110	,,	..	..	£1 sterling.

I cannot abstain from recording here the great inconvenience resulting to the trading interests of this province from the administrative details of the local Customs Department, from the manner in which the regulations regarding the traffic in tobacco are carried out, and more especially from the oppressive levy of the "Kárá-Gumrook," or overland customs. The latter mentioned tax, for the whole of Thessaly, never has afforded to Government an annual revenue exceeding the insignificant sum of 3,000*l.*; but the farmers, who purchase the privilege of exacting it, secure a large profit, by pursuing a system of arbitrary and vexatious extortion which always has been a subject of universal complaint. Soubhi Bey, the "Moofettish" Imperial Commissioner, charged with a special mission of inspection in this direction last sear, on his way through Larissa, said that he himself had had opportunity of observing the many abuses connected with the levy of this obnoxious tax, and assured me that his first care on returning to Constantinople would be to urge its immediate repeal. The "Kárá-Gumrook," however, still remains in force, and continues to be the greatest obstacle to an increase of the internal trade.

Agriculture.—The undernoted estimates show the past harvest to have been equal, and, in some respects, even larger, in results than the one preceding, which exceeded an ordinary average:—

	Produce of 1864.		Produce of 1863.	
	Kilos.	Quarters.	Kilos.	Quarters.
Wheat	2,500,000 =	205,700	2,500,000 =	205,700
Barley	800,000	91,430	700,000	80,033
Rye	200,000	22,582	150,000	17,150

The early promise afforded for autumn products was most cheering, and so it continued to be until far into the summer. Early in August, weather changes affected those prospects, and the prevalence for several successive days, in the second week of that month, of a violent scorching wind, not unfrequent in Thessaly,—called here the "leevah," somewhat resembling the desert "saam" or "see-moom,"—which was followed by six weeks' drought, did great injury to all the standing crops. At the close of September the vintage and the picking of cotton commenced; but scarce had a fourth part of either been gathered, ere heavy rain set in, which continued to fall, almost without intermission, during the first half of October. In the vicinity of the mountain slopes, large tracts of produce were swept away or destroyed by torrents and floods, and not a single district escaped without more or less loss. Yet, notwithstanding those untoward circumstances, an important increase over last year is apparent in the quantities obtained of the following principal autumnal products:—

	Produce of 1864.		Produce of 1863.	
	Kilos.	Quarters.	Kilos.	Quarters.
Indian corn . ..	500,000 =	57,144	400,000 =	45,715
Sesame seed . ..	50,000	5,715	30,000	3,429
	Okes.	Lbs.	Okes.	Lbs.
Tabacco	1,500,000	4,125,000	650,000	1,787,500
		Gallons.		Gallons.
Olive oil	1,500,000	60,000	1,000,000	400,000
		Lbs.		Lbs.
Raw cotton . ..	600,000	1,650,000	150,000	412,500

The endeavours to increase the production of cotton, to which the agriculturalists of Thessaly are now devoting much attention, were not attended with all the success which at one time appearances promised. The details on this subject are contained in the subjoined extract of a letter to the Manchester Cotton Supply Association, sent through the Foreign Office, and to which I beg reference.

The murrain among cattle, and the disease which had been so fatal to the sheep, have now ceased. The last clip of wool gave 150,000 okes, = 1,237,500 lbs., being a third more than that of the preceding year. The bulk of sales made were at 8 piastres per oke = 6¼ per lb., and chiefly were for shipment to France.

The disease affecting the silkworm, which has been developing itself to a serious extent in this direction, was most destructive last season. Thus the quantities of cocoons and of seed obtained, respectively, were only 60,000 okes, = 165,000 lbs., and 300 okes, = 825 lbs., against 110,000 okes, = 302,500 lbs., and 500 okes = 1,375 lbs., obtained the preceding year.

The heavy rains above alluded to caused the vintage to be a total failure, and the crop of dried figs, which is no unimportant an item of local exports to Greece and to the Archipelago, suffered much therefrom. On the other hand, they were favourable to the olive-growth, the quality and yield of which proved to be superior to those of several previous years. So was the case in regard to tobacco, which gave more than twice the quantity produced last year.

Population and Industries.—Cotton-ginning by machinery has been at work this season for the first time in Thessaly, and sawgins of the "American Eagle Company," and of "Burgess and Kay's" London make, are now in full operation at Volo, at Larissa, and at several principal places in the interior. Horse-power motive was attempted to be applied to these; but, owing to some imperfection in the arrangement, did not answer, and the ginning is being done exclusively by hand. Fifteen of "McCarthy's" power-gins are established at Armyró, and are driven by an 8-horse-power steam-engine, set up by an English engineer, who was sent out here for the purpose last summer by the Turkish Ambassador in London. The condition of the cotton turned out by these latter gives great satisfaction; but it is complained that the quantities cleaned are much less than what the machinery purported to prepare within a given time, which the managers account for by the material brought to them being insufficiently dried.

Two or three of "Peel's" hydraulic presses are at work at Volo, but, together, cannot pack more than sixty bales a-day, which is quite inadequate to meet the wants of the trade.

Public Works.—I have furnished particulars elsewhere regarding the forts and barrack stations constructing, and of other arrangements contemplated, in order to insure the frontier-defence of Thessaly and of Epirus. The works were carried on for some time with much activity, but that has relaxed; and judging by what already has been done, a long time will be required to complete them.

A great deal was said some months ago of the intention of the Porte to impose district regulations obliging repairs and improvements of public roads; and it was added, that the troops garrisoned in the provinces would be employed periodically in aiding so useful a work; to encourage them in which, a small gratuity in addition to their pay would be assigned to the men. Nothing of that kind, however, has been done in Thessaly, where the want of roads is the great impediment to development of agricultural resources and an increase of the trade.

The telegraph lines connecting Salonica with Larissa, Yannina, and

Volo, and, through the latter place and Lamia, in Greece, with Athens, continue to work well, and, I believe, profitably, for all classes have been quick to appreciate and to avail themselves of this facility to communication. During the past six months an invitation was addressed to the inhabitants of Volo to contribute funds for the purpose of building a suitable local telegraph station. The call was readily answered by the subscription of a sum sufficient to defray the cost of the establishment; but the interested intrigues of a few notables, who sought to enhance the value of property which they possess at the extremity of the town, prevailed in inducing the selection of a site for the station in that locality, instead of one in a central position, easy of access, and where public convenience would best be secured. The ill-chosen position is complained of, not only by those who have business with the telegraph department, but also by its officers, and the subject is deserving of being brought to the notice of the Porte, as affecting as well the interests of its revenue from that source, as the convenience of those who contribute thereto.

General Remarks.—Although the contrarieties pointed out in the foregoing details prejudiced local agricultural and commercial interests, yet both have enjoyed a larger share of general prosperity than during several past years. Brigandage, however, has continued to exercise baneful influence in Thessaly, and, as reports which it has been my duty to furnish on the subject have shewn, has acquired proportions recently which it never before had attained. While all classes of the population are kept in alarm and excitement by the unchecked prevalence of that evil, it is hopeless to expect that the trade and commerce of this important province can improve or prosper to the extent which, otherwise, its many resources would admit of. It is much to be regretted, therefore, that the Turkish Government will not direct its serious attention to the necessity of adopting efficacious measures permanently to remedy a state of things which is a legitimate and constant cause of universal complaint and discontent.

Volo, December 12, 1864.

Vice-Consul Suter to the Secretary to the Cotton Supply Association, Manchester.

(Extract.)

As announced to you in my letter of the 10th of May last, the sowings both of exotic and of indigenous seed, effected last spring to an extent unprecedented, were completed under peculiarly favourable circumstances, and it will have been seen by the answers furnished from this Vice-Consulate to the series of questions, addressed by the Association through the Foreign Office, to Her Majesty's Consular Officers in the Levant, that notwithstanding the partial ravages of locusts in some districts, the promise afforded by the appearance of our cotton-fields up to the month of August was most cheering. Indeed, the estimate then made, based upon sound data, gave over 1,000,000 okes (equal to 2,750,000 lbs.), as an approximate average of the probable amount of local produce. Those fine prospects were dispelled by subsequent untoward natural causes, and, unfortunately, growers again had to suffer deep disappointment and some discouragement in their renewed endeavours to extend cotton production in Thessaly.

Towards the close of the mouth of August, a fierce searching wind, called here the "leevah," somewhat similar to the desert-blasts known to the eastern traveller as the "saam," or "seemoom," which often blows in Thessaly during high summer, and which parches all vegetation, swept over our plains for several days. The native plants suffered severely, and

although those from American seed did so in a lesser degree, still the damage they sustained was serions. The picking commenced the last week of September, but scarce had a fourth part of the fields been cleared ere heavy rain set in, which, continuing almost without intermission throughout the first half of October, did infinite mischief to cotton, to the vintage, and to the then gathering crops of every kind of autumnal produce. In the vicinity of the mountain slopes, large tracts of these were carried away, or entirely destroyed, by torrents and floods, and not a single district escaped without more or less loss.

Under these circumstances a great falling off has occurred in the expected yield of cotton, and, at the same time, the greater part of that which has been secured necessarily has deteriorated in quality or condition. As all the produce has not passed yet through the tithes-collectors' lists, I am unable to state its precise total amount. From returns and estimates, however, so far obtained, the aggregate minimum quantity exportable will be between 550,000 okes (equal to 1,925,000 lbs.), and 600,000 okes (equal to 2,100,000 lbs.), being just about one-half of the return which early favourable promise had afforded hope of being realised. I need hardly say that these repeated disappointments have a depressing influence upon some classes of our growers. Nevertheless, I can affirm that none are absolutely discouraged, and that all express a determination to renew efforts next year. The greater resistance against unfavourable weather influences of the growths from American seed, compared with those from native seed, the larger return afforded by them, and the higher value they command, at length seem to have convinced a majority of agriculturists here of the advantage of preferring the culture of the American plant.

I forward herewith samples of native Thessaly cotton, of cotton grown from American seed, and of some grown from seed obtained from the neighbouring province of Sivadiah in Greece.

Speculative cotton rates for deliveries of the present crop to be made in October fluctuated here, prior to the gathering, at between 22 and 26 piastres per oke (equal to 1*s.* 5½*d.* to 1*s.* 9*d.* per lb.) The prospect of peace in America, together with the fall in the European markets, reduced prices last month to as low as 15 piastres per oke (equal to 11¾*d.* per lb.) A reaction has taken place within the past few days, the present value being 20 to 21 piastres per oke (equal to 1*s.* 2¾*d.* to 1*s.* 3*d*½. per lb.), with an appearance of further advance. Shipments to some extent already have been made hence principally to Marseilles.

Cotton ginning by machinery is now in operation for the first time at Volo, at Larissa, and at other principal localities in the interior. The machines in use are sawgins of the American "Eagle" Company, and of Burgess and Kay's London-make. Horse-power, attempted to be applied in working some of the former, does not appear to have answered, owing to some defect in arrangement. Fifteen of McCarthy's gins have been established at Armyro, and are driven by an eight-horse-power steam engine, set up by an English engineer, who was sent out here for the purpose last summer by the Turkish Ambassador in London. The condition of the cotton they turn out gives great satisfaction, but the quantities cleared within a given time fall far short of what they should be, which the managers ascribe to the material brought to them being insufficiently dried.

Two of three of Peel's hydraulic presses established at Volo daily pack 25 to 30 bales each, but soon will be inadequate to meet the calls upon them, now constantly on the increase. The bales are from 80 to 90 okes (equal to 220 to 248lbs. weight.)

Volo, November 26, 1864.

ZANZIBAR.

Report by Lieutenant-Colonel Playfair on the Trade of Zanzibar for the Year 1864.

I HAVE the honour to forward the annual trade statistics of Zanzibar for the year ending 31st July, 1864. I would again point out that as the Custom-house keeps only an account of imports, it is impossible to obtain an accurate statement of exports; individual merchants are apt to overstate rather than to understate their transactions, and though the exaggeration may, to a certain extent, be balanced by omissions, still the statement of exports can only be regarded as a tolerably close approximation to the truth.

The following is a statement in detail, showing the value and distribution of the trade, in Austrian dollars (4·75 of which are equal to a pound sterling):—

Imports into Zanzibar during 1863–64.

Items of Imports.	From what Countries.									
	United Kingdom.	British India.	Protected States of India.	Arabia and Persian Gulf.	Coast of Africa and adjacent Islands.	France.	United States of America.	Hamburgh.	Italy and Spain.	Total.
	$	$	$	$	$	$	$	$	$	$
Alkali	190	500	300	..	..	500	..	..	..	1,490
Arms	7,500	..	..	..	..	200	..	500	..	8,200
Beads	..	11,000	..	..	..	..	300	45,000	..	56,300
Candles	..	..	..	..	..	3,000	..	3,000	..	6,000
China and glass ware	2,850	400	..	..	..	350	..	8,000	..	11,600
Cloth, cotton	58,000	551,020	110,000	..	..	7,000	15,000	50,000	..	791,020
„ Muscat	..	..	..	30,000	..	..	..	..	..	30,000
„ silk	1,100	5,500	1,200	200	..	..	..	..	..	8,000
„ woollen	..	425	..	..	..	..	500	500	..	1,425
Cloves	..	..	..	..	164,000	..	..	..	..	164,000
Coal	..	..	..	..	..	..	..	8,000	..	8,000
Cocoanut	..	..	..	..	200,000	..	..	..	..	200,000
Coffee	..	1,000	..	4,000	..	..	..	..	..	5,000
Coin	..	..	..	..	3,500	..	..	..	..	3,500
Copal, gum	..	..	..	..	135,000	..	..	..	..	135,000
Cotton	..	100	..	..	500	..	..	..	..	600
Cowries	..	..	..	..	40,000	..	..	..	..	40,000
Dye stuffs*	..	150	..	160	..	1,500	..	250	..	2,060
Fish, salt	..	..	..	3,500	..	..	..	..	..	3,500
Flour	..	..	..	1,000	..	200	..	500	..	1,700
Fruits, dried	..	500	..	2,500	..	..	..	..	..	3,000
Ghee	..	..	300	..	25,000	..	..	..	..	25,300
Grains, cereals, &c.†	..	5,000	..	..	124,000	..	..	..	..	129,000
Gums and resins‡	..	3,000	..	300	..	..	..	..	..	3,300

* Orchella not included. † Including manioc. ‡ Copal not included.

Items of Imports.	From what Countries.									
	United Kingdom.	British India.	Protected States of India.	Arabia and Persian Gulf.	Coast of Africa and adjacent Islands.	France.	United States of America.	Hamburgh.	Italy and Spain.	Totals.
	$	$	$	$	$	$	$	$	$	$
Gunpowder	..	300	..	..	..	3,500	..	12,000	..	15,800
Hides	..	..	..	..	30,300	..	..	..	..	30,000
Horns	..	..	..	..	4,000	..	..	..	..	4,000
Ironware	1,480	8,000	..	..	..	..	2,000	..	..	11,480
Ivory	..	..	..	..	682,000	..	..	..	..	682,000
Live stock	..	..	..	..	6,000	..	..	..	..	6,000
Mats	..	..	..	100	3,500	..	..	..	..	3,600
Metals	3,542	3,600	..	..	..	1,750	..	..	..	8,892
Mirrors	..	500	..	..	..	1,250	..	..	..	1,750
Miscellaneous	9,158	4,440	1,045	..	700	8,480	7,400	1,700	..	32,933
Oil, fish	..	..	..	2,500	..	..	..	..	..	2,500
Oil and oil-seeds	..	..	..	..	155,000	1,100	900	..	..	157,000
Opium	..	1,000	..	3,000	..	..	..	..	..	4,000
Orchella	..	..	..	..	50,000	..	..	..	..	50,000
Paint	810	200	..	..	..	300	1,000	..	..	2,310
Paper	475	400	..	250	..	1,500	275	1,200	..	4,100
Perfumery and drugs	..	1,750	..	560	..	150	..	..	..	2,460
Salt	..	..	600	1,500	..	..	..	..	..	2,100
Slaves*	..	..	..	..	140,000	..	..	..	..	140,000
Spices†	..	8,500	1,500	..	30,000	..	..	..	..	40,000
Soap	..	2,000	..	..	..	400	1,500	15,000	..	18,900
Sugar	48	14,000	400	..	14,764	800	1,500	2,000	..	33,512
Tea	..	850	..	..	..	..	..	..	..	850
Thread and yarn	..	2,500	500	..	..	..	..	..	..	3,000
Tobacco and snuff	..	..	..	..	2,500	..	12,000	..	..	14,500

* Namely, 14,000, estimated at 10 dollars each.
† Cloves not included.

Items of Export.	From what Countries.									
	United Kingdom.	British India.	Protected States of India.	Arabia and Persian Gulf.	Coast of Africa and adjacent Islands.	France.	United States of America.	Hamburgh.	Italy and Spain.	Total.
	$	$	$	$	$	$	$	$	$	$
Tortoiseshell	..	..	..	..	2,500	..	..	..	..	2,500
Treasure	..	60,000	..	67,000	15,000	100,000	3,000	7,000	34,476	286,476
Wax, bees'	..	..	..	..	6,000	..	..	..	..	6,000
Wines and spirits	2,042	..	..	..	..	1,500	..	900	5,794	10,236
Wire, brass and iron	..	1,000	..	..	..	..	..	17,500	..	18,500
Total	87,195	687,635	115,845	116,570	1,833,964	133,480	45,375	173,050	40,270	3,233,381

N.B.—No articles of private supply for Europeans are charged duty, consequently such are not included in this Table.

Exports from Zanzibar during 1863–64.

Items of Export.	From what Countries.									
	United Kingdom.	British India.	Protected States of India.	Arabia and Persian Gulf.	Coast of Africa and adjacent Islands.	France.	United States of America.	Hamburgh.	Italy and Spain.	Totals.
	$	$	$		$	$	$	$	$	$
Arms	..	..	..	..	12,000	..	..	..	..	12,000
Beads	..	..	..	..	7,000	..	..	..	..	7,000
China and glassware	..	..	..	..	12,500	..	..	..	..	12,500
Cloth, cotton	..	15,800	1,000	5,600	854,800	..	..	..	..	877,200
„ woollen	..	..	..	..	1,200	..	..	..	..	1 200
Cloves	5,450	124,650	150	30,000	..	11,210	19,250	3,315	12,473	206,498

Items of Exports.	From what Countries.									
	United Kingdom.	British India.	Protected States of India.	Arabia and Persian Gulf.	Coast of Africa and adjacent Islands.	France.	United States of America.	Hamburgh.	Italy and Spain.	Total.
	$	$	$	$	$	$	$	$	$	$
Cocoa-nut	1,200	218,881	1,300	1,250	101,500	107,809	..	..	20,164	452,104
Coffee	..	..	..	..	1,000	..	..	3,540	..	4,540
Copal, gum	30,030	50,044	500	..	..	..	5,000	30,440	2,339	163,353
Cowries	2,300	3,225	..	..	..	644	..	32,739*	..	38,908
Fruits, dried	1,720	..	..	..	1,609	..	..	..	..	3,360
Ghee	..	..	..	..	15,070	..	..	..	..	15,070
Grains, cereals, &c.	..	2,152	10,100	31,477	12,727	..	..	..	..	56,456
Gums and resins, copal excepted ..	..	..	..	..	1,000	..	1,480	..	..	2,480
Gunpowder	..	..	..	..	15,065	..	..	..	..	15,065
Hides	..	3,000	70	..	..	..	27,200	6,471	..	36,741
Iron-ware	..	2,487	..	..	2,013	..	..	..	..	4,500
Ivory	125,000	320,000	212,500	..	..	..	227,000	43,262	2,292	930,054
Metals	..	2,910	..	..	15,225	..	..	..	..	18,135
Miscellaneous	1,780	4,823	630	2,300	20,496	..	4,125	1,065	..	35,219
Oil and oil seeds	50,000	900	..	8,062	15,700	84,633	1,700	62,889	17,511	241,395
Opium	..	..	..	..	1,750	..	..	..	..	1,750
Orchilla	5,720	15,000	..	..	..	32,109	..	38,644	..	91,473
Pepper, red	6,000	800	..	..	..	..	10,700	19,092	..	36,592
Salt	..	..	..	..	2,125	..	..	..	..	2,125
Spices	..	..	..	..	1,520	..	..	..	..	1,520
Sugar	..	900	..	108	14,190	..	..	..	..	15,198
Timber	2,500	..	50	1,030	1,500	..	3,225	8,174	315	16,794
Tobacco and snuff	..	12,313	475	..	65	..	..	..	..	12,853
Tortoiseshell	..	763	..	..	..	..	4,150	..	..	4,913
Treasure	..	70,000	125,000	65,000	100,000	..	..	..	..	360,000
Wax, bees'	6,000	70	1,250	..	..	..	..	2,039	2,680	12,039
Wire, brass and iron	..	350	..	..	45,400	..	..	..	..	45,750
Total	237,700	849,068	353,025	144,827	1,255,486	236,405	348,830	251,670	57,774	3,734,785

* Shipped in Hamburgh vessels to the West Coast of Africa.

Subjoined is an abstract of the above in pounds sterling, compared with last year's trade.

IMPORTS.

From what Place.	1862–63	1863–64.	Increase.	Decrease.
	£	£	£	£
United Kingdom	24,408	18,857	..	6,551
British India	157,060	144,766	..	12,294
Protected States of India ..	18,336	24,388	6,052	..
Arabia and Persian Gulf ..	10,572	24,541	13,967	..
Coast of Africa, &c.	206,394	386,097	179,703	..
France	34,500	28,101	..	6,399
Italy and Spain	7,263	8,478	1,215	..
United States	26,179	9,552	..	16,627
Hamburgh	52,674	36,432	..	16,242
Total	538,486	680,712	142,226	..

EXPORTS.

To what Place.	1862–63.	1863–64.	Increase.	Decrease.
	£	£	£	£
United Kingdom	..	50,042	50,042	..
British India	100,586	178,751	78,165	..
Protected States of India ..	44,792	74,321	29,613	..
Arabia and Persian Gulf ..	23,936	30,490	6,554	..
Coast of Africa, &c.	169,205	264,314	95,109	..
France	39,433	49,769	10,336	..
Italy and Spain	3,136	12,263	9,127	..
United States of America ..	39,176	73,438	34,262	..
Hamburgh	44,871	52,920	5,049	..
Total	468,051	786,308	318,257	..

This exhibits, as compared with last year, the very marked increase of 142,226*l.* in imports, and 318,257*l.* in exports.

The articles in which this increase is most apparent are:—

INCREASE of 1863–64 over 1862–63.

IMPORTS. Items.	£	EXPORTS. Items.	£
Cloth, Muscat	2,195	Cloth, cotton	76,873
Cloves	26,105	Cocoa-nuts	65,048
Cocoa-nuts	44,155	Grain, cereals, &c.	9,906
Grain, cereals, &c.	16,893	Ivory	142,510
Gunpowder	3,161	Oil and oil seeds	17,510
Hides	5,473	Orchella	3,501
Ivory	85,229	Pepper, red	6,492
Oil and oil seeds	10,119	Treasure	24,632
Shawls	3,421	Wire, brass and iron ..	4,370

The article both of imports and exports in which there is the greatest increase is ivory, and this is the keystone on which the greatest part of the Zanzibar trade depends. It is brought from the interior of Africa by merchants, laden on slaves, who are sold when they reach the coast; thus the number of slaves imported is usually in direct proportion to the quantity of ivory brought down. Again, the export market to Africa, which is one-third of the whole export trade, is in like manner regulated by the means of traders to purchase cloth, wire, beads, &c., or to take

back treasure, and the means to do this is in a great measure dependent on the sale of their ivory.

The clove crop this year has been very much above the average; this is to a certain extent visible in the imports from Pemba, but it had not all been gathered, and hardly any had left Zanzibar. Accordingly, as very little was produced during the previous year, the exports of the year under review have not been influenced by the present season's plenty.

The following is a statement of the number, aggregate tonnage, and nationality of the square-rigged vessels which entered the harbour of Zanzibar during the last three years:—

	1861–62.		1862–63.		1863–64.	
	No.	Tons.	No.	Tons.	No.	Tons.
British men-of-war	14	12,947	24	17,226	29	17,340
,, merchant-ships ..	8	3,508	12	5,996	16	5,124
American merchant-ships ..	10	3,452	14	4,665	4	1,600
French men-of-war	3	2,850	1	150	2	3,000
,, merchant-ships ..	10	4,036	10	5,583	6	3,538
Hamburgh merchant-ships ..	12	2,827	8	2,480	20	5,953
Arab men-of-war	4	1,564	6	3,838	7	2,457
,, merchant ships	10	3,548	11	2,078	4	1,492
Hanoverian merchant-ships ..	2	380	—	—	—	—
Portuguese men-of-war ..	2	680	—	—	—	—
,, merchant-ships ..	3	228	1	79	1	250
Italian merchant-ships ..	..	..	1	400	3	1,000
Danish merchant-ships ..	..	..	..	..	1	700
Spanish merchant-ships ..	..	..	..	..	..	602
Total	78	36,021	88	42,495	93	43,056

Zanzibar, 1st January, 1865.

PRINTED BY HARRISON AND SONS, ST. MARTIN'S LANE